JUST BEFORE HISTORY-MAKING "TAKE-OFF"

Surrounded by a small segment of the large crowd that witnessed its take-off, last Wednesday, on a goodwill flight to Haiti, the plane, "Goodwill Spirit of the American Negro", was incidental to the ceremonies that marked one of the most significant Negroid ventures in recent history. In the top group are Bishop David H. Sims, Major R. R. Wright, local banker; C. Alfred Anderson, pilot of the ship; E. C. Wright, passenger and goodwill envoy to Haiti, Raymond Pace Alexander, Esq., Solomon Lightfoot Michaux, Rev. William R. Stevenson and other local civic figures. Major Wright is bidding Anderson and Wright, his son, adieu in the bottom picture. Edgar C. Brown, another passenger in the plane, discontinued his flight at Washington, first leg of the flight.

Epoch-Making Air Tour Is Started Here

Huge Throng Bids Farewell To Haitian Good-Will Plane

FETED ENROUTE

Will Make Jump To Haiti This Week; Two In Plane

Poised for the flight from Florida to Cuba, the plane "Goodwill Spirit of the American Negro," piloted by C. Alfred Anderson, Bryn Mawr aviator, landed at Miami at 6.24 P. M., Tuesday, almost a week after the good will messenger from colored Americans took off here from the S. Davis Wilson airport.

A passenger in the plane and goodwill envoy is E. C. Wright, son of Major R. R. Wright, Sr., president of the Citizens and Southern Bank and Trust Co., one of the sponsors of the flight.

Ceremonies were held last Wednesday afternoon, with speakers lauding the venture as "historic," and symbolic of a "widened span of activity for colored Americans."

"This flight is built upon the hope that the American Negro will be integrated into the corporate interests of the world," said Bishop David Sims, one of the speakers at the airport.

A message from Governor James was read by J. A. Jackson, representing the Standard Oil Co., donor of 3,000 gallons of Esso gasoline.

A similar message from Mayor S. Davis Wilson was read by Dr. W. Harry Barnes. The Mayor's message emphasized the necessity of improving commercial relations and strengthening goodwill betwen this country and Haiti.

The plane is a four-passenger Waco cabin biplane, with a cruising speed of 135 miles per hour.

The christening of the plane scheduled to take place before the takeoff, was prevented because of a last minute change in plans.

Over 200 persons were present to witness the beginning of a flight that represents the first such gesture on the part of American Negroes.

Other speakers on the program were: Elder Solomon Lightfoot Michaux, Raymond Pace Alexander and Major Wright.

Clause In Air Bill Blocks Any Attempted Color Bar

WASHINGTON — (SNS)—The first Congressional hurdle for the inclusion of civic aeronautics training at all colleges and otherwise for Negro air pilots, separate and apart from the recent provision in the National Defense program for service in the U. S. Army was won this week by Edgar G. Brown, president of the United Government Employees and Washington representative of the National Airmen's Association, headed by Cornelius Coffey, president, [illegible] one of the four licensed Negro commercial transport flyers in the country.

At the instance of the U. G. E. and the N. A. A., Congressman Everett McKinley Dirksen (Rep. Illinois, introduced an amendment to H. R. 5619 granting $5,675,000 to the U. S. Civil Aeronautics Authority for training 15,000 civilian flyers this year according to the Congressional Record of April 19, 1939,, pages 6230 which was adopted by a vote of 71 to 52 which, provided, further, "that in the administration of this act none of the benefits of training or programs shall be denied on account of race, creed or color."

Congressman Dirksen made an eloquent appeal to his colleagues pointing out the contribution of the Negro soldier to valor and manded by a Negro, Colonel John Marshall in the Spanish-American War—the World's War—and their present allegiance to our democratic institution.

Despite the opposition of Congressman Clarence F. Lea, (Dem.) California, chairman of Interstate and Foreign Committee in charge of the bill, it won a final reading without a roll call.

OTHERS SUPPORT MOVE

Congressman James Wolfenden (Rep.) Pennsylvania and Congressman John A. Martin (Dem.) Colorado, members of the Interstate Commerce Committee of the House of Representatives in charge of the measure on the floor were active and 100 per cent in their support.

Congressman Emmet O'Neal (Dem.) Kentucky who was presiding in the speaker's chair as chairman of the committee of the whole House on the State of the Union during consideration of the legislation, demonstrated his sympathy and support of full constitutional rights, and opportunity for training Negro flyers.

It was quite obvious to those in the gallery he passed over the loud negative viva voce vote against the amendment and on the stand vote he counted and the final result showed many who first registered a chorus of "Nays" against the amendment had changed their minds when Congressmen Dirksen requested a standing vote, Chairman O'Neal ordered all voting to stand and remain standing until counted. It was then the "Yeas" won by 19 votes.

pass the rigid physical examinations and with forty dollars extra registered at northern Universities cannot now be discriminated against the Negro colleges which now have engineering schools and can provide flying fields such as Wilberforce, Howard, Tuskegee and Hampton Institutes will have their quota of future birdsmen of color under the U. S. Civil Aeronautics Authority.

The amendment sponsored by Congressman James Edward Van Zandt (Rep.) Penna., provided, "Five per cent of the students selected for training under the C. A. A. shall be selected from applicants without a college education". This provision will assure Negro instructors now located at flying fields in New York, India. napolis, Chicago, Washington, Philadelphia, Los Angeles an opportunity to receive financial aid from the Civil Aeronautics Autority for training a proportionate number of Negro youth without the five per cent and outside the college set-up.

AIR PILOTS

(Crisis Magazine)

At times we grow cynical about this country of ours and the way it treats its black citizens, but we always come back to the fact that it is our country as well as the next man's—perhaps more so.. We helped fight to free it from Britain and we have fought in every war to preserve and strengthen it. We have helped build it with our bone and muscle, sweat and blood. We helped create its wealth and pile its power on power. We have given to it of our own talents, wrought beauty, and enriched its culture. For all its shortcomings, it is ours.

That is why we want all the hard barriers in the armed services of the nation taken down. We want to fly and fight for our country. We want no bars in any branch of the army, navy or air corps. The declaration of Secretary of War Woodring that his department is studying ways of training Negro air pilots is heartening, but we want action. Let us see some Negro cadets in training and let the enlistment officers for other branches open up to our men and boys. In war the point is manpower, not the color of the manpower. Important, also is the morale of that manpower.

"Black Eagle," In Paris, Says He Is Ready To Join Colors Against Nazis

Colorful Colonel Hubert (Fauntleroy) Julian, The Balck Eagle of Harlem arrived in Paris, France, Monday and told reporters that he is ready to offer his services as an airman to the French nation.

"In the event of a conflict I am ready to offer my services to France." Julian was quoted as saying.

A native of Trinidad, Julian has often made the headlines with his Quixotic and often unsuccessful adventures. At one time he was associated with the Ethiopian Royal Aid Force (consisting of one plane) of Emperor Haile Selassie.

Julian also told reporters that he would visit Berlin, Brussels, Amsterdam and Paris to make a "comprehensive study of the international situation."

"If France hasn't enough soldiers," he said, "there are millions of blacks who are willing to help her. If peace is saved, I will return to the United States to prepare a transatlantic flight in my Bellanca."

Julian's promises to make international flights and to perform other such feats of daring have become unusual by repetition and insignificant by lack of performance.

NOW IS THE TIME

The amendment for the Air Corps expansion bill providing that one colored school shall be lent flying equipment for the training of colored pilots is a very small beginning toward obtaining equal rights for Negroes in national defense.

Colored people must now redouble their efforts to get a real square deal.

Negroes are still barred from the army and navy air schools, from the Marine Corps, from the coast artillery, from the engineer corps, from the signal corps, from the field artillery, from the tank corps and from all service in the Navy except as cooks and dishwashers.

Now is the time to sit down and write letters to President Roosevelt and the Senators and Representatives from the various states and districts.

Every Negro organization, institution, business and fraternity should make it a point to immediately send memorials to Congress demanding the end of the color bar in national defense.

A flood of such letters and memorials going to Washington NOW will get results.

Get busy and write!

Congress To Take Final Action This Week On Bill To Set Up Aviation School For Negroes

Regular Army Sources Opposed Provisions For Negroes, Informants Reported To Claim

HOUSE ACCEPTS AMENDMENT

Report Howard University Board Of Trustees To Consider Course In Aeronautics

WASHINGTON, D. C.—Final action will be taken this week by the House of Representatives and Senate on the Schwartz amendment to the Army Air Corps expansion bill authorizing aviation training at at least one Negro college. This much was made known Monday when it was learned that, in spite of opposition, members of the House have accepted the amendment.

Although the colored university to be used as a training site for Negro aviators for the U. S. Army has not been named, it is reported here that the board of trustees of Howard University, at its meeting next Monday, is expected to take up the question of setting up a course in aeronautics for the training of personnel as provided for under the bill.

Trouble for the Schwartz amendment cropped up from regular army sources, observers believe. War Department lobbyists lost no time disclosing the displeasure of that department's officials over the prospect of having to make room for even one Negro aviator in the United States Air Corps.

NATIONAL DEFENSE

More Eagles?

Only Negro airman known to the U. S. at large is Hubert Fauntleroy ("Black Eagle") Julian, who once cracked up Haile Selassie's private plane in Ethiopia and is now in Manhattan, talking about flying. In fact, the U. S. has licensed 129 Negroes as commercial, private and student pilots, including Student Julian, whose license expired last year, and twelve women. Air-minded Negroes have learned to fly at six schools run by & for their race, at 43 more for whites and blacks.

Last week the U. S. Army Air Corps confronted the possibility that it also might have to train and commission Negro pilots. This prospect (awful to the all-white corps) loomed after the Senate passed the $366,250,000 rearmament authorization bill (TIME, March 13). Besides upping the authorized strength of the Air Corps to 6,000 planes, the Senate, at the behest of Wyoming's Harry H. Schwartz, voted to train Negroes in at least one school for Army fledglings. Behind Mr. Schwartz were flower-tongued Negro Edgar G. Brown of United Government Employes, Inc., Editor Robert L. Vann of the Pittsburgh *Courier*, many another colored advocate of racial balance in the U. S. Army & Navy.

Much distressed, the Air Corps quietly went to work on Capitol Hill to get Negro training killed or unload it on the Civil Aeronautics Authority before the rearmament bill is finally enacted.

Two other rearmament jokers flustered the War Department last week: 1) Under an amendment sponsored by "Dear Alben" Barkley for C.I.O., a department head may not award any contracts for national defense to bidders whom he finds guilty of unfair labor practices. 2) New Hampshire's Republican Charles William Tobey got the Senate to limit profits on Army aircraft contracts to 10% (as in the Navy, where a similar limitation has been in effect since 1934).

New Air Training Service May Leave Negro on Ground To Act In Menial Capacity

Advocates of Racial Balance Watchfully Waiting to See Whether Government Will Provide For Negro Pilots

Danger In Not Accepting Proferred Positions

WASHINGTON.—(ANP)—Unless close attention is given the proposed plans for the training of colored aviators under the aegis of the bills now pending in congress, some kind of a joker will be slipped into the thing which will, in the language of the streets, gum up the works.

Advocates of racial balance in the U. S. army and navy distressed the air corps so greatly that organization quietly went to work to get the Negro training proposal killed or unload it on the Civil Aeronautics authority before the rearmament bill is finally enacted.

The all-white U. S. Army Air corps did not relish the prospect of having to train Negroes as well.

According to a well defined plan, there are 12 men on the ground for every man in the air—therefore, for every Negro who is trained as an air pilot, there must be 12 men—in all probability, Negroes trained to take care of the planes and see that they are given regular attention and service.

Besides opening opportunities in the army, regarded by private concerns as the best possible training a man can have, there should be opportunities for trained Negro aviators in commercial ventures.

Listing the "flying jobs" without going into any of the multiple details concerning their duties, one finds there are pilots co-pilots, stewardesses, navigators flight engineers, radio operators stewards and test pilots. Ther purely commercial jobs include photographer, "crop-duster," air "taxi-man," flying instructors salesmen, demonstrators, and "sky-writers."

On the ground, where there are more jobs available, are listed the following: operating group, dispatcher, and ground men (who operate gasoline pumps, haul airplanes in and out of hangars, roll the runways, cut grass, paint the runway markers and perform other miscellaneous duties).

These menial tasks are probably the initial step into the field of aviation and should not be taken too lightly—neither should the prospective aviator of color accept them as the only jobs he will take. However, he should be trained and qualified and not above taking such a position when and if it is offered to him.

Also in the operating ground jobs are meteorologists and observers. Radio operators and teletype operators are also in demand.

Non-operating ground workers include the all important group of mechanics; airplane mechanic, engine mechanic; hangar and field

service mechanic, instrument and radio mechanic, apprentice mechanic, parachute riggers, and maintenance men.

An interesting table has been prepared showing the air-line employees as of 1927:

Mechanics and ground crew	3,258
Pilots	749
Co-pilots	598
Stewards and hostesses	420
Hangar and field personnel	2,349
Operation and field personnel	4,172
Total employees	11,546

So, in turning his face toward the new boom which is destined to carry the United States up the scale in the field of aviation—not that the good old U. S. is not already regarded as the first in this field when it concerns advance and research and efficiency, but to a new goal which it deserves, it is well that colored Americans seek their place.

And in seeking their place, it is well that the entire facilities of the press and all other agencies be brought to bear upon the powers that be to win the right for this marvelous opportunity now tentatively awaiting adoption.

Aviation definitely is on the boom and 1939-40 will be a year much discussed in aviation history. Progress is being made that dwarf any previous efforts and show the world that America is the land of flying.

All doubt on this should be dispelled when congress awoke to the fact that it was necessary to train these men with wings and in training the whites, it is equally necessary to train the blacks—as much as they hate to do this. However, it is up to the Negroes to see ust how much training they are going to get and not let the thing slide off the scale into oblivion.

It is a matter of record that foreign governments buy our planes and pattern after them—there is no better flying machines in the air today than the twin-motored Douglas plane. Practical for all usages, it is the most widely copied machine in the world.

Having set the standard, the United tSates is not going to be caught napping as it was during the World War when in listening to foreign experts, we built a gang of ships which after the war were impracticable—too small for ocean service and too large for coastal trading. We now speak of the 6,000-ton ships which were "fabricated" at Hog Island and now rot and rust in the Hudson river in New York and at Newport News And if there is any advice to be given in aeroplanes, Uncle Sam himself will give it.

Wider fiends are opening in this era of new transportation, private flying and ownership of planes is becoming more and more prevalent and commercial ventures are growing with the addition of trans-Atlantic flights.

Where will the Negro be in a few years? Will he be in a position of trust won by training and merit, or will he be still marveling at the wonders of aviation? An opportunity has been given but a fight will have to be made to widen the wedge and give fuller training. Your own congressman can and should have a great deal to say in your behalf.

U. S. DEFENSE BILL TO PROVIDE FOR TRAINING COLORED AIRPLANE PILOTS

Washington, (ANP)—By amending the mighty Defense Appropriations bill to provide civilian aviation training for at least one colored college, the United States senate, cognizant of the need for trained Negro aviators, set a precedent and opened the way for a new era in military training for Negro youth of America.

The bill, which has caused considerable debate and discussion pro and con, increased the number of planes to be constructed to 6,000 a figure hitherto undreamed of, and provides for the addition of 2,000 officers and 35,000 enlisted personnel to man these expansions in the air force. The bill also provides for the use of civilian flying schools for the preliminary training of youths interested in aviation.

No school has been selected for the training of colored civilians, but there is a strong possibility that a well known colored school in the South, close by one of the existing military training camps, will be selected.

At present no definite provision other than that outlined above have been made for the training of colored youths. However, the bill was sent back to the house, where it is understood passage is a mere matter of routine. This is in direct contrast to former actions of the military affairs committee, which in the past has made no provisions for the specialized trainingg of colored youth.

However, it is believed that such flyers as will be trained will be available only for the army and will not be assigned to either the navy or the marine corps which latter is administered by the Navy department.

TO GET NEGRO AIRMEN IN NAVY?

Washington—(C)—After waging a successful fight to get special provision for the training of Negro air pilots in the United States Army, Edgar G. Brown, president of the United Government Employes, went immediately before the Committee on Naval Affairs in the Senate with a plea that similar provision for the training of Negro pilots be made for the Navy.

Mr. Brown's statement before the Committee on training Negro Naval pilots, as published in the "Hearings," read in part: "The advent of these new faces of colored Americans in the Navy's air defense might well prove a most happy situation. It could be very easily accomplished by insertion of specific language so authorizing the Secretary of the Navy and providing additional funds on page 2 of H. R. 4278, and likewise the last page in reference to the amounts set forth in this measure for Hampton Roads, Hampton, Va.; the expansion too of Langley Field. . ."

"shall be designated by the Civil Aeronautics Authority for the training of Negro air pilots" was inserted. Howard university is also asking for one of the schools.

CHICAGO SEEKS SCHOOL FOR NEGRO PILOTS

Chicago, recognized center of aviation among Negroes, began girding itself for an intensive campaign to secure a school for colored aviators this week. This action followed the signing of the 358 million dollar emergency national defense bill by President Roosevelt in Warm Springs, Ga., Monday night.

Air-minded enthusiasts were encouraged, their efforts receiving added impetus when Edgar G. Brown, president of the United States Government Employees association, expressed his interest and urged that a petition be sent Congress urging that a training school for colored aviators be established here.

Pushes Amendment Fight

Brown was largely instrumental in securing an amendment to the bill which guaranteed that colored aviation students receive the same training provided for other citizens. He appeared before the military affairs committee to testify on behalf of the colored race during the hearings sometime ago.

The emergency national defense bill provides for the training of colored air pilots as a phase of a general expansion program for the army. Senator Harry H. Schwartz, (D., Wyo.) introduced an amendment which authorized the senate to lend aircraft and other flying equipment for the training of military personnel at aviation schools, including "at least one colored school for the training of air pilots."

The Schwartz amendment was struck out at the behest of the Army Air Corps officials and a proviso that one or more schools

Bristol, Va., Herald-Courier
May 1, 1939

COLORED AVIATORS AT LOCAL AIRPORT

C. Alfred Anderson and E. C. Wright on Last Leg of Goodwill Trip

An airplane piloted by C. Alfred Anderson, one of four American negroes with a commercial pilot's license, and with E. C. Wright as a passenger, had returned to Philadelphia yesterday after a good-will flight to Cuba and Haiti.

The two men stopped in Bristol, being guests of Mr. and Mrs. Charles Perry of 248 McDowell st.

The flight was financed by Major R. R. Wright, president of the Southern Bank and Trust Co., of Philadelphia, and the Negro Chamber of Commerce of Philadelphia.

On the trip from Philadelphia the plane stopped at Norfolk, Durham, N. C., Columbia, S. C., Savannah, Ga., Jacksonville, Daytona Beach and Miami, Fla., Havana and Santiago, Cuba; Port-au-Prince, Haiti. On the return trip stops were made at Tallahassee, Fla., Nashville and Knoxville before the plane reached Tri-City airport. A non-stop flight was planned from Tri-City field to Philadelphia.

Chicago Pilots Plan Tour Of Ten Cities

CHICAGO—(ANP)—In order to arouse interest of aviators in other cities in a nation-wide meeting to be held here next August, and to thank congressmen and federal officials for helping include Negroes in the government air training program, three Chicago pilots are scheduled to begin a 3,000-mile flight May 8 that will take them to 10 cities.

The flight, which will include stops at Cleveland, Pittsburgh, Washington, Philadelphia, New York City, Baltimore, West Virginia State college, Dayton, O., and Fort Wayne, Ind., will last six days, according to the National Airmen's association, sponsors.

In the plane will be three flyers, Dr. Earl W. Renfroe, commercial pilot; Dale L. White, private pilot, and Chauncey E. Spencer, parachute jumper. The machine, a J-5 Travelaire biplane, is owned by Dr. Renfroe who will serve as first pilot. White will be co-pilot and Spencer, who came here two years ago to study aviation and has tested parachutes for several leading companies, will be navigator.

Airmen in the cities visited will receive special invitations to attend the proposed air meet next August. It is planned to present a special scroll to Mayor LaGuardia of New York and to Edgar Brown in Washington.

Chicago Fliers Begin 3,000 Mile Flight May 7

With plans for a 3000-mile flight completed here this week Dr. Earl W. Renfroe, Dale L. White and Chancey E. Spencer, three of Chicago's prominent aviators have set May 8 as the beginning date for a flight which will include 10 eastern and midwestern cities.

They will carry a message of appreciation from the National Airmen's Association, sponsors of the flight, to congressmen and government officials in Washington who supported the fight to include colored in the federal air training program.

Plan Air Confab

The fliers will also contact airmen in cities along the route and urge them to attend a nation-wide meeting of Negro aviators which will convene in the first meeting of its kind in Chicago in August. A scroll signed by Mayor Edward J. Kelly of Chicago will be presented to Mayor Fiorello LaGuardia.

Stops will be made at Cleveland, Ohio; Pittsburgh, Pa.; Washington, D. C.; New York City, Philadelphia, Baltimore, Lynchburg, Va.; West Virginia State college, Dayton, Ohio, and Fort Wayne, Ind. The fliers are due back in Chicago May 14.

Pilot Training Amendment Is Passed, 71-53

Prohibits Racial Discrimination In Civilian Pilot Training

WASHINGTON, D. C.—An amendment prohibiting racial discrimination in the administration of the Civilian Pilot Training bill was passed in the House of Representatives, last Wednesday, by a 71-53 vote.

The amendment was similar to the one written into the Air Corps Expansion Act by which the War Department was required to give the benefits of aviation training to colored men.

Rep. Everett M. Dirkson (R., Ill.) offered the amendment, which was opposed by Rep. Clarence F. Lea, (D., Cal.)) author of the bill.

The bill, as amended, has been sent to the Senate, where it is now awaiting action.

TRAINS 5,000 CIVILIANS

Under the terms of the civilian pilot training bill, the Civil Aeronautics Authority is authorized to train 15,000 civilian pilots between the ages of 18 and 25, either through the use of the facilities and personnel of the Authority, or existing civilian facilities such as colleges, universities, private aviation schools and industrial instructors.

In supporting his amendment, Congressman Dirksen cited the patriotic services of the colored citizens in all wars in which the United States had been engaged. Congressman Lea replied that if the law was administered faithfully, there would be no discrimination and there was, therefore, no need for the amendment.

350 CIVILIAN AVIATORS

Dirksen called attention to the fact that there were 350 colored Civilian aviators in the United States at present, thus demonstrating the colored man's capacity for flying the same as members of any other race.

Lincoln University (Pa.) is said to have made application to be included in the list of institutions whose facilities are to be used. Tuskegee Institute, Ala., is believed to have been agreed upon as another of the colored institutions to be included.

Rumors are that two Chicago schools operated by colored people will attempt to qualify under the provisions of the bill.

Alfred Anders, Bryn Mawr, Pa., aviator who will return tomorrow (Friday) from a flight to Haiti, and who is one of four colored licensed commercial pilots in the United States, may seek a hook-up with the Civil Aeronautics Authority as a trainer of pilots in the East.

Negro Sets Parachuting Mark

WASHINGTON, May 6 (AP).—The National Aeronautical Association has advised Willie (Suicide) Jones a Chicago Negro, that examination of a barograph carried in a plane from which he made a parachute jump on March 2 showed that he had leaped from an altitude of 24,468 feet, as compared with the country's previous mark of 22,733 and the unofficial world record of 26,575. The N. A. A. filed Jones's feat under "miscellaneous performances."

Waycross, Ga., Georgian
April 14, 1939

ON GOOD WILL TOUR

President B. F. Hubert of the Georgia State College for Negroes near here today entertained E. C. Wright, president of a Philadelphia bank, on a good will flight to Haiti.

Wright, flying in a plane owned by his bank and piloted by a Negro, C. A. Anderson, landed at Hunter Field yesterday. He planned to leave today for Jacksonville, Fla., making the trip to Haiti in jumps via Daytona Beach, Miami, Havana and San Juan.

Hubert said his purpose was to promote cooperation with Negroes of Haiti, particularly in the development of coffee as a crop for export to the United States.

FLIERS AT 'KEGEE

In the picture from right to left: Lloyd Isaacs, treasurer, Tuskegee Institute; Alfred Anderson, pilot; Dr. F. D. Patterson, president, Tuskegee Institute; and Emmanuel Wright. Mr. Wright and Mr. Anderson spent several days at Tuskegee Institute promoting a wider use of Haitian coffee. Dr. Patterson, Mr. Isaacs and other administrative officials welcomed the fliers to the Institute.

GOODWILL AVIATORS DELAYED

Dale White and Chauncey Spencer, Chicago aviators scheduled to reach Pittsburgh Monday afternoon at 2 o'clock in their Ten-City Goodwill Tour, failed to arrive. Word from their starting point in Chicago indicated that they were down in Auburn, Ind., at the time listed for Pittsburgh and that they would be held up in Auburn for six hours.

White and Spencer, members of the National Airmen's Association are endeavoring to increase interest in aviation among Negroes.

Atlanta, Ga. Constitution
April 9, 1939

Dorothy Darby, described as the first negro girl in the United States to receive a pilot's license, will make a parachute jump at 4 o'clock tomorrow at the New Lincoln Country Club on Simpson road.

AIRMEN GREETED BY THRONGS AT TUSKEGEE FIELD

Sepia Group Make Flying History On Trip

TUSKEGEE, Ala., May 10, 1939—The cream 1700 youth earched the skies over Tuskegee nstitute Wednesday morning. They were hoping for a last look t the tile colored plane "Goodwill" that had made a two day top at the Institute on a return rip from Port Au Prince, Haiti.

The "Goodwill" made a three point landing on Kennedy Field in Tuskegee, Alabama, Monday afternoon at 2:30 to the great admiration of some 250 students and teachers who had rushed from class and shop by bus, truck, bicycle and car to greet the Negro flyers.

The pilot, Alfred C. Anderson, and the passenger, Emanuel C. Wright, treasurer of Citizens and Southern Banking and Trust Company, Philadelphia, were officially welcomed to Tuskegee by Mr. Lloyd Isaacs, treasurer, Mr. Edmund Burke, Comptroller, Rev. H. V. Richardson, Chaplain, on behalf of President F. D. Patterson.

The young Negro flyers are returning from a goodwill trip to Haiti. The trip has been sponsored by the Citizens Committee of the Goodwill Tour. Chairman of the Committee and leading spirit in the project is Major R. R. Wright, President of the Citizens and Southern Banking and Trust Company, Philadelphia.

The Goodwill flyers took off from Philadelphia April 5, for Port Au Prince, Haiti wth three objectives:

1. To establish goodwill between the Negroes of the United States and the Colored people of Cuba and Haiti.

2. To create Commercial relationship between Haiti and the Negroes of the United States for the purpose of stimulating the U. S. Market for Haitian Coffee and the Haitian market for U. S. products.

3. To encourage aviation among Negro youth.

The first stop was made at Washington where the ship was cheered on by Mary McLeod Bethune of the N.Y.A., and other Negro officials of the government and of Howard University. They then visited principal cities of the sea board state.

At Miami pilot Anderson took the plane up eleven thousand feet to catch a tail wind for the hop to Havana, Cuba.

Training Negro Pilots

Recently a group of Negroes appeared before an appropriation committee of the House of Representatives to press an appeal that at least $10,000,000 of the $90,000,000 authorized by the United States Congress for the training of American youths in aviation, be spent on our boys.

This move is indeed one that should be commended by leaders of our group and should have support, however it seems a bit contrary to the practice of democracy and the constitution of the United States that we as a group should have to fight in order to be ready to help our country fight its battles. Negroes should have equality in the Army, Navy and Air Corps. We have earned the right. Our past performance of loyalty, honesty and respect for the United States is not surpassed by any race of people living under the stars and stripes. We have answered the call on every occasion. We have shouldered guns side by side with the white boys and we have died side by side with white boys, and why should it be necessary to make a big fuss over our boys learning how to fly Army planes. There are no two ways about it, using the campaign words of Governor Ratner, "If those boys are good enough to die for this country, they are good enough to be treated as citizens just as other Americans."

Let all Americans who believe in the practice of democracy speak out for the black boys. Let the President of the United States order the Army, Navy and Air Corps to recognize all American citizens and there will be no need for special committees or a special fight. If war should come, we must answer the call, so why not treat us as citizens before war?

Race Pilot School Is Promised By Woodring

WASHINGTON, D. C.—(SNS)—Congressman D. Lane Powers, (Rep) New Jersey, Wednesday at the closing session of the House sub - committee appropriations hearings in charge of Congressman J. Buell Snyder (Dem.) Pennsylvania, secured a direct answer to this question from Secretary of War Harry H. Woodring, who stated definitely that one of the nine private civil aeronautics schols designated and approved for primary training of Negro flyers for service in the air corps as provided in the President's $200,000,000 National Defense program.

Congressman Snyder, in a statement to the press, indicated this bill would be reported favorably to the full appropriations committee Tuesday, and would pass the House of Representatives by a big affirmative vote before the end of the week.

Edgar C. Brown, president of the United Government Empioyes and Washington representative of the National Airmen's Association, as well as the Negro press, actively championing this legislation hailed this positive stand of Secretary of War Woodring to immediately provide training for Negro air pilots as the most signal victory for advancement of the Negro in the U. S. Military Establishment in the past seventy years.

"The successful carrying out of this program of admitting and training Negro air pilots by the War Department which was first championed by Senator H. H. Schwartz (Dem.) Wyoming, Senator H. Styles Bridges (Rep.) New Hampshire and Senator M. M. Logan (Dem.) Kentucky," said Brown in a statement to the press, "will give the colored race its first additions to the U. S. Army since the establishment of the 9th and 10th Cavalry, the 24th and 25th Infantry, the four Negro units in more than a half century."

"We must not let up, however until $10,000,000 has been definitely earmarked by the House and Senate and signed by the President for a basic and advanced flying school for colored air pilots for service in the U. S. Army Air Corps just as complete as the one now provided at Randolph and Kelly field in Texas."

Nashville, Tenn. Tennessean
June 11, 1939

NEGRESS FLIER

FLORENCE, Ala., June 10—(Spl)—Dorothy Darby, the only licensed Negro aviatrix in the United States, who is touring the South working for the benefit of her people, will appear at the Florence fairgrounds Sunday in the interest of the Negro new thought movement in the Tennessee Valley section.

In a death defying exhibition she will make a parachute jump from a speeding plane at a distance of a mile or more in the air. Other exhibitions will feature the program. Music will be rendered by several Negro choirs of the valley.

No Quotas For Air Training At Two Colleges

WASHINGTON. — (ANP) — Although interest is at a fever pitch in the aviation courses proposed for West Virginia State college and at A. and T. in North Carolina, the Civil Aeronautics authority through Robert Hinckley, director, states that to date, no quotas have been assigned these two institutions.

However, it is anticipated that the most rigid of examinations will be required of candidates, and a very stiff course will be given the same as in the white institutions where flying is taught.

Hampton To Train Airmen

HAMPTON INSTITUTE, Va., Sept. 28.—Emphasizing the victorious fight to train Negro pilots is the announcement which has just come from the Civilian Aeronautics Authority naming Hampton Institute as the third Negro school to instruct aviators.

Work has already begun at West Virginia State and A. and T. at Greensboro

AVIATION- 1939

WILL NEGRO AVIATORS EVER FLY U. S. WAR PLANES?

Courier readers, all over the world, are interested in this vital question. With this thought in mind, The Pittsburgh Courier secured Lieutenant James Peck, who flew with the Loyalists in Spain, to study, translate into simple, understandable language, and give his analysis. Lieutenant Peck is a native of Pittsburgh, an authority on aviation and fighting planes, and his articles are widely published in leading white magazines and aviation journals.

By LIEUT. JIMMIE PECK

(This is the second of a series of three articles discussing the Negro in U. S. Military aviation.)

In the preceding article, the training programs of the Army Air Corps and the Civil Aeronautics Authority were described, in addition to the Schwartz and Brown Bills and the obstacles to be surmounted at the Air Corps Training Center. This discussion is primarily intended for youths who may be contemplating future training secondly, for the people, so that we may gain understanding of a military pilot's schooling.

Let us follow three young aspirants through the sacred portals of Randolph; assuming, of course, that they are college graduates, have submitted applications (with recommendations of a Congressman), and have passed the rigid exam—which only one of four candidates ever do. It is just that tough!

They are now appointed "Flying Cadets." Courses at Randolph field start on March 1, July 1, and October 15 of each year, and are of eight months duration. Our three hopefuls will receive $75 per month, with a ration allowance of $1.00 per day. Uniforms and equipment and a clothing allowance are credited to each cadet upon arrival.

230 Hours In Study

Before they begin to think of flying they will spend some 230 hours in the study and practice of things military and the fundamentals of aeronautics.

The military procedure consists of a seven-point program:

I. Administration:
Fundamentals of paper work, property accounting, and army regulations—25 hours.

II. Military Courtesy, Customs of the Service:
General instruction in military courtesy, and discussion of the customs and traditions of the service—5 hours.

(This phase should cause the bronzed faces to blush . . . often!)

III. Military Hygiene and First Aid:
General study of the subject with reference to its application to the Air Service—15 hours.

IV. Military Law:
Fundamentals of Military Law—20 hours.

V. Field Service Regulations:
As applicable to the Air Service—5 hours.

VI. Interior Guard Duty:
Classroom and field instruction—10 hours.

VII. Infantry Drill with Rifles:
50 Hours.

Ground Work

Now come the 13 units of ground school work. Approximately the first 150 hours of this 392-hour course will be covered before flight training begins; the balance, intermixed with the flying

I. Theory of Flights
Of sufficient scope to acquaint the student with the principles of aerodynamics, and the general operation of the airplane—25 hours.

II. Theory of Radio:
Elementary electricity and magnetism, radio circuits, propagation and reception of electro-magnetic waves, and a general study of the radio equipment used by the Air Service—35 hours.

III. Buzzer Practice:
The cadet to be thoroughly qualified to transmit and receive not less than 12 words per minute—50 hours.

IV. Meteorology:
The science, as it applies to aviation. To include the study of winds, clouds, air-mass analysis and weather forecasting—25 hours.

V. Navigation:
Navigation instruments, aerial maps, course and distance computations, interception problems and elementary astronomy—25 hours.

VI. Machine Guns:
Nomenclature, stripping and assembling. Malfunctions of aerial machine guns, firing control devices, ring, telescopic and vane sights, gun mounts, aerial cannon—52 hours.

VII. Instruments:
Principles involved in the operation, errors and corrections of flight and engine instruments—10 hours

VIII. Engines:
Thermodynamics, theory, practical shop work on approved service type engines. Their general overhaul, trouble-shooting, and installation—45 hours.

IX. Airplanes:
Rigging, maintenance and minor repairs of service type planes—15 hours.

X. Personal Equipment:
Use and care of parachutes, clothing, etc.—15 hours

XI. Ground Gunnery:
Practical ground range firing. Simulated firing with camera guns—48 hours.

XII. Photography:
General discussion, theory and its uses in Air Service.

XIII. Military Sketching and Map Reading:
Topographical and military drawing and their uses in Air Service

215 Hours In Air

Meanwhile, the flying practice has begun. This consists of 215 hours of dual (with the instructor) and solo instruction and practice, of which there are five units.

I. Primary Flying:
To include 45 to 50 hours of level flying, banks and turns, take-offs and landings, taxiing, cross-wind landings and take-offs, figure 8's, spirals, precision landings, and aerobatics.

II. Cross-Country Flying:
To consist of not less than three cross-country flights—32 hours.

III. Formation Flying:
To consist of not less than five hours air work—32 hours

IV. Night Flying:
To consist of not less than one hour in the air at night—5 hours.

V. Aerial Gunnery:
To consist of not less than six hours air work—32 hours. The approximate number of hours allocated to units I, II, III, IV, V, and VI includes the total time the student will be flying, on the field, or observing other students in their flying.

Short Changing

This is where all sorts of "funny work" and "short changing" might—and undoubtedly would—occur, especially, when we consider that only 50 per cent of those who enter Randolph ever graduate therefrom. Some time during these eight months, half the cadets are eliminated; due to failing theory or flight exams, accidents due to poor judgment, inaptitude toward flying, and other causes.

It's a grand life for all cadets and officers, notwithstanding the rigid discipline. Buildings and facilities are beautifully appointed; without equal anywhere in the world. Swimming pools, tennis courts, etc., are in constant use. Intra-mural activities are encouraged, as these permit cadets to maintain their all-important physical fitness. There are monthly proms, and much social activity in the forms of army clubs and other service advantages; all of which take place in, and about Schertz and San Antonio. Our hero would either have to seek amusement in "colored quarter" of Antonio or remain a lonely soul.

To Kelly Field

Having escaped all pitfalls to date, our young genius (as he will have to be to come thus far) is to go on to the advanced school at nearby Kelly Field, where cadets choose the branch of air service in which they desire to specialize: Pursuit, attack, bombardment or observation. The popular choice is pursuit, with attack secondly desirable. With the advent of the newer, high speed bombers, this branch is becoming increasingly popular. Observation work is usually given those who are considered unsuitable for the first three divisions.

COLORED PILOTS GIVEN SETBACK

"Utterly Unsound" To Train Negroes To Be Army Pilots, Says New York Congressman

Opposes Ear-Marked Appropriations For Education Of Colored Aviators Under New Defense Bill

WASHINGTON, D. C.—The ear-marked appropriations for the education of Negro aviators under the new Defense Bill has been called "utterly unsound" by Representative James W. Wadsworth, Republican, of New York.

He defends his position in opposing the appropriation in a letter to Mrs. Hill, executive secretary of the Women's Political Study Club, of Los Angeles, Cal.

"I opposed this move because I am convinced that it is utterly unsound," he said. "It would tend to divide the Army into segments composed of men of different national origins and even perhaps of different religious faith. It violates our democratic tradition and would demoralize the Army in the end."

Continuing, Wadsworth declared: "The Army, as well as the Navy, has always been open to all American citizens of sound physique, good character and intellectual facility sufficient to enable them to pass the tests.

"No Distinction"

"No distinction has ever been made on the ground of race, color or religion. I am sure you will agree with me that this is the only sound policy to be pursued in the formation and maintenance of a military force in a democracy.

"The Ludlow amendment was the first instance that I have ever heard of which, if adopted, would have established the practice of distinguishing between the races in the making up of the Army. Indeed, it went so far as to set the precedent for a fixed ratio of colored men in the Air Corps. To have adopted it would have set an exceedingly bad precedent, one which would have been followed inevitably by demands of fixed ratios throughout the entire service, for, obviously, if it is wise to fix a ratio of this sort in the Army Air Corps, it must be equally wise to fix it in all other branches."

PLAN SOUTHERN TOUR

MR. AND MRS. GROVER C. NASH

Chicago aviation enthusiasts who are leaving the city late this week on a tour of several southern cities. Included in their itinerary are Mobile, Ala., home of Mrs. Nash, formerly Lillie Morras, and Macon, Ga., birthplace of Mr. Nash. Mr. Nash who recently took an examination for commercial rating, was one of the first Race pilots to fly the United States mail. They expect to return to Chicago in time for the air show and conference sponsored by the National Airmen's Association and the Chicago Defender, August 25, 26, 27.—Tutell photo.

A. P. DAVIS, OF KANSAS, GETS GREEN TROPHY

Presentation Highlight Of National Air Conference

A Kansas City physician who received his first license to fly a plane 11 years ago came to Chicago last week was voted the Dwight H. Green trophy for "distinguished contribution to the advancement of aviation for 1938."

He is Dr. A. Porter Davis, who flew a plane to Chicago 10 years ago this month to a similar conference to find that he was the only flyer here.

This year, however, he found in Chicago, 18 other flyers from six states, six of whom had flown their own planes. In addition he found an organization of 30 flying enthusiasts to entertain him.

First Air Conference

The occasion was the first annual national air conference sponsored by the National Airmen's association. A three-day meeting was held during which a national organization was formed, a constitution adopted, and officers elected.

The conference was the first of its kind ever held for Race flyers and attracted some of the nation's most outstanding pilots. As much emphasis was placed on the social phase of the program as on business to give the flyers an opportunity to become acquainted.

Dr. Davis was presented the Dwight Green trophy at a public meeting, which was the highlight of the conference at the Wabash Y.M. C.A.

12 Prizes Awarded

Prizes won by other flyers were presented at the same meeting by Mrs. Ann Spencer of Lynchburg, Va., mother of Chauncey E. Spencer, well-known Chicago airman.

Recipients of prizes were Dr. C. E. Waldon, Flint, Mich., first to arrive for the conference by plane after midnight Thursday, Aug. 24; Abram D. Jackson, Erie, Pa., flyer coming longest distance by plane; Clinton Walker, Hamtramck, Mich., flyer coming next longest distance by plane; Perry H. Young, Lorain, Ohio, youngest pilot flying to conference; Abram D. Jackson, oldest pilot flying to conference; Cornelius Coffey, Chicago, for outstanding organizational work; Ernest Gayden, Kansas City, Kas., for pioneering in aviation mechanics; Chauncey Spencer and Dale White, Chicago, for outstanding flight of the year; George Allen, Latrobe, Pa., for greatest personal advancement during year; Eddie Washington, Blytheville, Ark., for pioneer work in his section of state; Miss Willa Brown, Chicago, for outstanding flight by aviatrix for year, and Mrs. Abram Jackson, only woman to fly to conference.

Coffey Named President

The name of the conference host, National Airmen's Association of America, was adopted by the conference as the name for the national organization, chapters of which are to be set up in various states by delegates who attended the Chicago meeting.

Officers of the national organization follow: Cornelius R. Coffey Chicago, president; Clinton D. Walker, Hamtramck, Mich.; George Allen, Latrobe, Pa.; Dr. A. Porter Davis, Kansas City, Kas.; Perry H. Young, Lorain, Ohio; Joseph Gridder, West Virginia State college, Dale White, Chicago, and Pickens Black, Auvergne, Ark., vice presidents; Willa Brown, Chicago, secretary; Abram D. Jackson, Erie, Pa., and Dr. Coburn E. Waldon, Flint, Mich., assistant secretaries; Charles Johnson, Chicago, treasurer; Grover C. Nash, Chicago, sergeant-at-arms; Chauncey Spencer, Chicago, business manager; publicity director, Janet Waterford, Chicago; Edward Johnson, Chicago, historian, and Enoc P. Waters Jr., Chicago, advisor.

Kansas City Gets Confab

The conference adopted resolutions endorsing West Virginia State college as one of the sites for the training of Race flyers under the Civil Aeronautics Authority program; asking for the appointment of at least one qualified Race member as a C.A.A. inspector, and the employment of qualified Race instructors by the C.A.A. in its training program.

The conference voted to accept the invitation of Dr. Davis to hold the 1940 meeting in Kansas City, Kans.

Other details in connection with completing work on a national set-up for Race airmen will be worked out during the year by officers of the association.

HOWARD UNIV., WILBERFORCE AMONG BIDDERS

Extend Deadline to Sept. 15

WASHINGTON, D. C., Aug. 31—Pointing out that despite the fact that $1,000,000 was recently earmarked by Congress for training colored pilots, only three colored colleges have bid for funds to carry out the government's training program for Negro flyers, Edgar G. Brown this week urged that Negro colleges having the facilities necessary to carry out this program apply at once to the Civil Aeronautics Authority in Washington.

Brown, who is president of the United Government Employees, Inc., here, emphasized the fact that funds are available for air pilot training under the government program for more than 300 colleges. So far, he stated, only half of that number have applied to train the 10,000 pilots. Of that number three are colored colleges—Howard university, Washington D. C., West Virginia State college and Wilberforce university.

Deadline Date Extended

The date for receiving applications from universities with available flying fields nearby has been advanced from Sept. 5 to 15 by the CAA officials, Brown stated. He added:

"We urge every Negro land grant college with an engineering school adjacent to airports and competent local flying instructors to apply at once to the Civil Aeronautics Authority in Washington to train our college youth, young men and women in civil aeronautics.

"The goverment pays for the fares and experienced instructors, all the student does is to provide the cost of medical examination and personal insurance. Commercial transport pilots are paid salaries ranging from $300 to $600 a month."

WH Fully Campaign

The CAA program provides $4,000,00 for training pilots of which $1,000,000 was put in by Congress at the instance of Senator H. H. Schwartz of Wyoming, the sponser of the U. G. E. campaign.

Brown, who led the fight to include Negro pilots in the government's aviation program, was advised this week by a spokesman of the U. S. Civil Aeronautics Authority that Chairman Hinckley would personally see to the training of colored pilots in colleges this fall.

St. Louis Pilot Plans to Fly to Negro Air Meet

JOHN D. REED
President and instructor of the Student Aviation Club with offices located in the Peoples Finance Building, who is planning to fly to the first national meet of the National Airmen's Association in Chicago, Aug. 25-27. The association is composed of colored air pilots.

Cornelius R. Coffey, president of the N.A.A. stated that the initial meet will be in the form of a pilots' convention, or air conference, where colored pilots will form contacts and organization to improve their status in the country's aviation field.

Reed has been the champion of flying among the Negro youth in this vicinity. He began his career here about ten years ago, first studying at Carey School of Aviation and building a plane himself in a blacksmith shop at 21st and Eugenia St. He later entered the Curtis-Wright school at Curtis Field where he secured his pilot's license. He then organized the aviation club for the training of Negro flyers. The club now has 28 active members engaged in training for a pilot's license. In the past three months the air club's students have spent $423.55 at the Curtis flying field.

YOUTHS WILL NOT BE ARMY FLYERS

WASHINGTON—(ANP)—Despite high hopes and much talk, Negroes have not yet been admitted to the army flying corps. The recent "crumbs from Lazarus" over which much commotion has been raised does not give Negroes much hope of becoming military pilots, if the words of David Sayre of the department of commerce are to be taken as indicative of the whole plan—and Mr. Sayre is in position to know.

To stimulate interest in flying, increase the use of private planes and form a pool of partially trained private pilots, are the aims of the vocational training courses in aviation to be given by the Civil Aeronautic authority at three Negro schools already designated as training centers.

Positively not to be confused with a similar course the army is projecting for its cadets, the CAA course will lead to a private pilot's license and at the end of the first year of training give the Negro race five or six times as many licensed pilots as there now in the United States.

31 LICENSED

To date the department of commerce records show 31 licensed pilots, not including amateur pilots, listed as Negroes. How many of these will have the necessary 200 hours flying to qualify for a military pilot's rank is unknown.

Even if the courses were continued beyond the first year at the rate flying instruction, it would take six years for a student to qualify as a military pilot on the 35 flying hour basis.

"In making the statement that the students get 72 hours of theoretical ground work and 35 hours of flying," Mr. Sayre said, "you are essentially correct. This course is costing the government $300 per man more than has ever been spent in training flyers, unless they were in the army.

"There are no strings attached to this course and a man is free to utilize his training in any way he sees fit. However, every man must take the examination similar to that given to army flyers.

"Upon completion of the course, the man is granted his license and is not signed up in the reserve.

MAY NAME MORE

"In the matter of training Negroes, there has been no precedent. They have been included in this program because it is fair that they should be, and they are intensely interested in the work.

"One hundred more schools are to be named sometime soon, and it is highly probable that a few more colored schools will be included in this list.

"The colleges interested wrote and received applications for the course. Whether prominent Negro schools were included, I can't say off hand.

"Upon completion of the regular course, we hope to have additional funds appropriated for further training of those pilots who show particular aptitude. But as yet, no funds have been set aside for this work and as the whole thing is in the formative stage, we hardly know how it will work out."

Important indeed to persons interested in this work is the fact that not yet has the army broken down its barriers to permit Negroes in the aviation branch, although there seems to be a tendency to think that the present set-up is going to train flyers for the army.

Quotas at schools will possibly be 30 students per class. If the usual ratio of one Negro to 10 whites is carried out, this means 1,100 Negro pilots at the end of the year. And to do this, some 36 Negro schools will have to be named, or the number of students per class greatly increased.

Co-Eds Eligible to Become Flyers In College Training Courses; Hampton Institute Added to List

Co-educational institutions which are approved to participate in the government's civilian pilot training program of the Civil Aeronautics Authority were empowered to admit girl students in numbers up to 10 per cent to the airplane flying courses, it was announced by Robert H. Hinckley, chairman of the C. A. A., this week.

It was also disclosed that Hampton Institute has been approved by the C.A.A. for the flying courses. Two other colored schools are on the approved list of colleges, which now numbers around 300. They are A. and T. College at Greensboro N. C., and West Virginia Institute.

Although Howard University has not been approved up to this time, it is expected to be added to the list soon. School officials have not quite completed arrangements as to the completion of its application requirements.

The last figure on the number of students filing for enrollment in the proposed aviation course at Howard University was more than sixty. These had sent in their names last summer.

Not more than three per cent of a total of 11,000 students to be trained in civilian flying will be women, Chairman Hinkley announced.

Two white women's college were added to the approved list this week by the C.A.A. They are Mills by the C.A.A. They are Mills College in Oakland, Cal., and Lake Erie College, Painesville, Ohio.

Negroes to Get U. S. Air Training

Woodring Promises to Drop Bans in Units of Army Corps

(Special to the Daily Worker)

WASHINGTON, Oct. 1. — Following close upon an announcement last week that Negro civilians would be trained as airplane pilots under the supervision of the Civil Aeronautics Association, beginning Oct. 1, Secretary of War Harry Woodring in a statement to the Negro press now promises the Negro people definite units of combat troops.

Various leaders among the Negroes have for years been fighting to have Negro youths admitted to those branches of the United States fighting service from which they are now barred. Insisting that they had a right as citizens to become members of the air corps, the coast artillery, the engineer corps, the navy and the marine corps, Negroes have pointed to their record as fighters for and defenders of democracy in past wars involving the United States.

Some branches of the service have been reluctantly opened to Negroes, but others have remained closed, notably the air corps, the marine corps and certain combat land units. Recent pressure upon the administration, however, has brought the promise that three Negro schools in the South would institute training courses for civilian pilots. These pilots would form a reserve to be ready in case of war. The schools at which these civilian pilots will be trained, according to official statements, are the West Virginia State College, Institute, W. Va., the Agricultural and Technical College, Greensboro, N. C., and Hampton Institute, Hampton, Va.

"There should not be any segregated units of Negro fighting men," a Negro national guard officer said here this week, commenting on the government's promise to act, "but so long as this segregation does exist, the Negro must insist upon being represented in all branches of the armed service."

AVIATION- 1939

Credits The Chicago Defender With Getting Air School At West Va. State

Defender 10-21-39 Chicago Del.

By EARL W. BROWN

INSTITUTE, W. Va., Oct. 20—The Chicago Defender is responsible for aeronautics at West Virginia State college, President John W. Davis said this week.

When the Chicago Defender—National Airmen Association flyers flew here last spring, they created more interest in aviation than could have been aroused through a year of lecturing, he said.

Shortly after the visit of the Defender-N.A.A. goodwill flyers, Dale L. White, and Chauncey E. Spencer, Dr. Davis headed a group which went to Washington to confer with government officials on the possibility of having this school designated by the Civil Aeronautics Authority as one of its training centers.

Inspired by the ability of the two Chicagoans who completed a 3,000-mile air jaunt during which they visited 10 eastern and midwestern cities awakening the Race to the possibilities in this relatively new field, others here in the state took up the fight to win recognition for West Virginia State college.

Governor Homer A. Holt, at the instigation of Atty, T. G. Nutter of the National Association for the Advancement of Colored People lent his support to the economic campaign. To this was added the backing of the Business and Professional Men's club of Charleston and other civic minded groups.

With aeronautics now an established phase of the curriculum of West Virginia State college, a well trained staff has been assembled to carry out the program of the C.A.A.

These include W. S. Clayton, Millard Brown, J. W. Grider, who attended the first national air conference sponsored by the N.A.A. and the Defender in August; Robert King, and Marshall Fields. J. C. Evans, director of trades is advisor of aviation at the school.

A minimum of 72 hours of intensive training is required of every student before completing the course here. Ground instruction consumes 35 hours of the time and the remainder is spent in flying instructions.

The school is using Wertz school on which the Defender-N.A.A. flyers landed, for training purposes.

1200 Students To Take Air Pilot Course

June

Six Colored Colleges Start Training This Month

10-19-39

Tuskegee Institute and Howard University, along with West Virginia State, North Carolina A. & T. College, and Hampton Institute are among some 300 colleges throughout the country which will train Negroes as pilots, beginning this month.

Due to a special arrangement made by Dr. F. D. Patterson, president of Tuskegee, with the airport in Montgomery, Alabama, the schools will be allowed to train the students. A group of 1,200 students are expected to take the course.

In the northern colleges, Negroes in regular attendance at these institutions may elect the civil aeronautics course along with their other studies, as the CAA Act passed by Congress specifically prohibits discrimination on account of race, creed or color.

A nominal fee for insuance and physical examination must be paid by the student. An average of $300 will be spent on each student by the government for each student registered.

This report was disclosed last week by Robert J. Hinckley, chairman of the U. S. Civil Aeronautics Authority.

COL. JOHN C. ROBINSON, former Ethiopian air ace, who has been named aviation consultant for the air mechanics schools now in operation and to be established at various points through Illinois. He will also have charge of the air unit of the Roro School in Chicago.

Fifteen Girls Get Air Course

WASHINGTON BUREAU, ASSOCIATED NEGRO PRESS

WASHINGTON—If plans of the Civil Aeronautic authority follow the blue prints laid down for operation, there will be about 15 young women of color in this United States around about June who will have to their credit about 35 hours of actual flying, and who from then on will proceed to make their life completely unbearable for some unsuspecting male.

Atlanta Ga.

Under the administration plans 10 percent of the students is the quota allowed ambitious females.

With five schools named for the courses, and approximately 30 students allowed for each school, this means that 27 males will be tormented by three querulous, garrulous girls. And the sum total will be 15.

Daily World

Armed with parachute and powderpuff, these valiants will clamber into the cockpit of some plane and before the instructor can catch his breath, there will be a succession of "oohs," "ahs" and shrieks which beggar description and defy spelling.

10-26-39

And will that instructor be an unhappy person for the first part of the flight! But that won't be anything to what he will be when they start downward and make a hoped for three point landing.

Who is going to be the successor to the famous Bessie Coleman? Who is going to follow in the footsteps of other colored women who have won some modicum of fame in the air? The opportunity is there and it remains now to see who is going to enlist in the classes and how they are going to make out as far as grades are concerned. Ten per cent women enrolee—yep, it's co-ed and offers a pretty fair opportunity for some ambitious girls to make a rep as flyers.

2 Pilot Schools Added

Afro-American Baltimore, Md.

10-14-39

WASHINGTON.

Selection of Howard University here and Tuskegee Institute in Alabama as additional centers for the training of pilots under the Civil Aeronautics Authority, was announced, Tuesday, by Robert J. Finckley, CAA chairman.

It is understood that Dr. F. D. Patterson, president of Tuskegee, has arranged with officials of the Montgomery Airport for its use by the institute's student flyers.

Schools previously selected for the CAA flying course include West Virginia State College, North Carolina A. and T. College, and Hampton Institute.

Ethiopian Air Ace Named Ill. Aviation Consultant

To Direct Aeronautics Unit At Poro School

CHICAGO—(ANP)— Col. John C. Robinson, former Ethiopian Air Force chief, has been selected by the National Youth administration as aviation consultant for the air mechanics schools now in operation and to be established at various points throughout Illinois.

Colonel Robinson will have personal direction of the aviation school at Poro Institute, which he had operated for colored youths as a private non-profit venture until it was taken over by the NYA under whose sponsorship the scope of instructions will be increased and facilities enlarged by the addition of a large building to house several full sized airplanes and new mechanical equipment.

About $250,000 worth of surplus and obsolete aviation from army and navy stocks have been allocated to Colonel Robinson's school including several full sized complete airplanes, one of which is already on the grounds of the institute. This equipment will be used to give instruction of a purely industrial nature and the commercial aspects of the aviation picture will be stressed rather than the military.

ONLY ONE OF RACE

The noted flyer was the only one of his race to attend the institute of nationally prominent civil instructors held at the Air Corps Technical school, Chanute Field, Rantoul, Illinois. from October 3-12. In speaking of the work of the institute, Col. Robinson spoke highly of the cooperation of U. S army authorities, especially Col. Davenport Johnson, air corps commandant of Chanute field, Major Alvin C. Kincaid and 1st Lieut. Joseph A. Miller who were directly in charge of the instruction course.

Col. Robinson stated that the equipment, tools, special fixtures, engines and airplanes furnished him were exactly the same as those furnished other schools and the Negro youth would have exactly the same kind of trained instructors and curriculum as used by the youth of other races, thus having equal opportunity.

In explaining the functions of the NYA work selectior program, the flyer said "An important part of the program of the NYA is aviation mechanics training, and numerous state and regional resident projects are being provided with air shops and class-room facilities. Through the cooperation of the U. S. Army Air corps, a group of instructors from 15 eastern and southern states, and five middle western states, attended a teacher's institute at the Air Corps Technical school. As a large number of the men were reserve officers, living facilities were provided on the field.

ALL AIRMEN

All of the NYA instructors are airmen—pilots, ex-army and navy fliers, airplane shop superintendents, etc., who have a thorough background in aviation. The function of the institute was to familiarize these men with the latest methods of teaching as developed by the Army Air Corps Technical school. The courses of instruction were given in various shops and class-room units under the direction of the regular civilian and enlisted instructors.

Col. Robinson said he hoped his school in the Poro building would have an eventual enrollment of 2,000. He declared any young man from 18 to 25 years of age is eligible and suggested that those interested might write to him at 4401 South Parkway, Chicago. He also pointed out that provisions have been made to care for students who lack funds by giving such students jobs of the type to which they have been accustomed.

School Men Waited Too Long-Brown

(By ANP)

WASHINGTON

Howard University officials wanted an aviation unit, but the boys went off on their vacations and failed to apply within the time limit, according to Edgar G. Brown, UGE president.

That's why Howard has no flying school.

All the colleges had to do was to make application and affiliate with a local airport. Some 300 white schools got in. Twenty colored could have. So far only three did (W.Va., A. and T., and Hampton).

Tuskegee Asleep

"Tuskegee made application long ago and then failed to follow the ball. When the law was changed requiring new applications, Tuskegee officials paid no attention with the result that they were overlooked. They hurriedly telephoned Washington for a new application blank after it was learned two school had been certified," Brown said.

Howard U. Again

"Howard," Mr. Brown said, "is located right there in Washington where the Federal government appropriated seven billion dollars for various projects, and although a Government institution itself, it could only think up enough needs for the colored college to justify a $700,000 budget.

"There are enough developments which Government departments are crying to have advantage taken of to have doubled the Howard budget, but since Dr. Emmett J. Scott was kicked out of the institution, no one on the hill appears to have knowledge enough to effectively represent the school down on Capitol Hill.

"I see the National Negro Business League took a healthy crack at the CCC in resolutions passed at its gathering last month," Brown went on. "The league feels that more colored persons should be in supervisory positions. So do I. If the leaders knew that there were twenty-five positions open to colored reserve officers, medical men, particularly, and that we could find only five willing to leave their practices for the six months' tour of duty offered at first, perhaps they would place their blame elsewhere.

"The supervisory jobs such as foremen, engineers and foresters are open, chiefly to trained men When we were successful in getting two camps officered by colored men we had to scour the country to find competent engineers who were not employed to fill the positions open. Had more trained men been available, I think more could have been placed.

"Our papers would be better off fighting for our inclusion in all of the arms of the service rather than printing a lot of stories about African troops in action for which there can be little accurate knowledge," Brown also said.

AIR SCHOOL NEGRO SELECTIVE BOARD WILL ASSIST CAA, WAR DEPARTMENT

WASHINGTON, D. C., Nov. 30.—The most signal victory in the long history of military honors which have come to the race since the days of Crispus Attucks culminated this week with the announcement of the U.S. Civil Aeronautics Authority providing for the training of Negro air pilots under the U. S. Army at North Suburban Flying Field, Glenview, Ill., twenty miles north of Chicago. This action has been taken in accordance with Public Law No. 18, passed by the 76th Congress in August and signed by President Roosevelt.

Edgar G, Brown, president of the United Government Employees, Inc., Washington; Dr. J. Finley Wilson, president of the National Airmen's Association, Chicago; Dr. F. D. Patterson, president of Tuskegee Institute; President F. D. Bluford, of A. and T. College, Greensboro, N.C.; Dean Lewis K. Downing, Howard University Engineering School, and Dr. M. O. Bousfield, member of the Chicago Board of Education, will compose the selective board to co-opearte with the CAA and the War Department.

Chairman Robert J. Hinckley and the members of the Civil Aeronautics Authority in this action, have complied with the National Defense Act, which gives authority to Secretary of War Woodring to utilize nine private aeronautics schools to train pilots for service in the U. S. Air Corps one of which schools was to be designated by the CAA for training of Negro pilots.

AVIATION - 1939

Passes First Pilot's Test

W. FRANK BROWER, Hampton Institute senior, has passed the first test for admission in the civilian pilot's training course recently authorized at Hampton by the CAA. He is a member of the Institute's Aviation Club and expects to be in the first graduating class of student pilots.

A graduate of Phenix High, "Frank" Brower has gone in for a variety of campus activities at the Institute. He is a captain in the school battalion, historian of the Fidi Amici Social Club, Critic of the Camera Club, corresponding secretary of the Folk Singers, member of the Trade School Council, technician on the Hampton Script, pole vaulter on the track squad and a member of the boxing team.

Recently Brower was appointed campus representative of Beech-Nut chewing gum and becomes another of the many campus leaders over the country who are converting spare time into profitable employment.

A. & T. Will Also Get An Army Plane

NEW YORK CITY, Nov. 9—The U. S. Army has assigned one of its planes to North Carolina Agricultural and Technical college at Greensboro, N. C., for the use of Negro student pilots in groundwork study under the Civil Aeronautics Authority program, the Pittsburgh Courier learned this week.

The assignment of the plane which is expected to be delivered in the near future, was revealed by Mrs. Mary McLeod Bethune, director of Negro Affairs in the National Youth Administration. Mrs. Bethune negotiated the assignment on the request of President F .D. Bluford of A. and T.

"I was notified just before I left Washington," Mrs. Bethune stated Sunday, "that the request has been granted, and that the army has agreed to assign the plane to the school. I think it will be similar to the plane now in use at West Virginia State College."

The plane in use at West Virginia is a $70,000 bomber. The CAA students use it for ground work studies. Flying experience in the air is gained through planes assigned by the airports which cooperate with the schools.

Ground School Air Courses at Tuskegee Institute Open to All

TUSKEGEE, Ala.—That the ground school course will not be restricted to civilian pilot trainees was cited in a communication from the Civil Aeronautics Authority to G. L. Washington, director of the civilian pilot training program at Tuskegee Institute.

"We are informed that a number of institutions are making the controlled ground course available to interested individuals who are not civilian pilot trainees but who desire the ground training," the statement read.

To Develop Private Flying

"The Authority approves this policy. It will operate to extend this type of training and develop private flying. A fee, to be determined by the institution, should be charged."

Ground school instruction will begin shortly, according to Mr. Washington, and will be held three nights a week. The course, comprising 72 hours' credit includes history of aviation, theory of flight and aircraft, civil air regulations, practical air navigation, meterology, parachutes, aircraft power plants, aircraft instruments and radio uses and terms.

Adults May Join

"Adults and other interested eventually in private flight training may find it an advantage to pursue this instruction," said Mr. Washington.

"Others who plan to participate in the non-college training program, to be initiated after the start of the all-day college student program and upon notice of the CAA, may find it an advantage to pursue this instruction. Application should be made at once through the office of the registrar of Tuskegee Institute."

Greensboro, N. C., News
November 30, 1939

BLUFORD IS APPOINTED AVIATION GROUP ADVISOR

Dr. F. D. Bluford, president of A and T. college, yesterday was notified by the war department in Washington of his appointment to an advisory committee which will assist the war department in the setting of a school to train negro pilots. The other southerner named on the committee is President F. D. Patterson of Tuskegee institute, Tuskegee, Ala.

The school will train negroes as aviators for the reserve army corps and will be set up in Chicago, the message said. The committee will be known as the advisory committee on aeronautical training of negro pilots and the members will also assist in the selection of suitable candidates for the course at the school. Dr. Bluford said.

BOARD OF SEVEN TO COOPERATE WITH CAA AND WAR DEPARTMENT

Call 12-1-39
Kansas City, Mo.

U. S. to Train Negro Aviators at North Suburban Flying Field at Glenview, Ill., 20 Miles from Chicago

CHICAGO. — A signal victory in the long history of military honors which have come to the Negro since the days of Crispus Attucks culminated this week with the announcement of the U. S. Civil Aerounautics Authority providing for the training of Negro air pilots under the U. S. Army at North Suburban Flying field, Glenview, Ill., 20 miles north of Chicago.

This action has been taken in accordance with public law number 18, passed by the 76th congress in August and signed by President Roosevelt.

Edgar G. Brown, president, United Government Employees, Inc., WWashington; Dr. J. Finley Wilson, grand exalted ruler of the Elks; Cornelius R. Coffey, president of the National Airmen's Association, Chicago; Dr. F. D. Patterson, president of Tuskegee institute; President F. D. Bluford of A. and T. college, Grensboro, N. C.; Dean Lewis K. Downing, Howard university engineering school, and Dr. M. O. Bousfield, member of the Chicago board of education, will compose the selective board to cooperate with the CAA and the war department.

Chairman Robert J. Hinckley and the members of the Civil Aeronautics Authority in this action have complied with the $300,000,000 National Defense act, which gives authority to Secretary of War Woodring to utilize nine private aeronautics schools to train pilots for service in the U. S. air corps, one of which schools was to be designated by the CAA for training Negro pilots.

This language in the law to insure Negro participation was sponsored by the U.G.E. and Grand Lodge of Elks through their spokesman, Edgar G. Brown and J. Finey Wilson, who appeared personaly before the House and Senate Military Affairs and Appropriations committees. Senator H. H. Schwartz (Dem.) Wyoming; Senator H. Styles Bridges (Rep.) N. H.; Congressmen J. Buell Snyder, (Dem.) Pennsylvania; Louis Ludlow (Dem.) Indiana; J. Lane Powers (Rep.) New Jersey; Albert J. Engel (Rep.) Michigan and Everett McKinley Dirkson (Rep.) Illinois, led the successful fight on the floor of the Senate and House, both for the legislation and the appropriation.

The war department now has the approval of the Civil Aeronautics Authority in accordance with the law to select the first class of Negro air pilots to train at an army school.

"The West Point and Annapolis entrance requirements are high, but the airs corps is even higher," said Edgar G. Brown, president of the U.G.E. and chairman of the Selective board in a statement to the press. "We must enlist 20 young men of the Race who can meet the most rigid physical and mental qualifications, so in the near future they will be commissioned officers in Uncle Sam's air corps."

Senator Schwartz, Messrs. Brown and Wilson appeared before the oHuse of Representatives Apuropriations committee on this matter May 26, 1939 and have continued the campaign on every front up to this final victory.

Mr. Brown appeared before the Senate Military Affairs committee and presented this matter through the courtesy of the late Senator Marvell Mills Logan of Kentucky, a member of the Senate Military Affairs committee February 21, 1939, according to the printed hearings of the National Defense act pages 311, 312, 313, 314, 315 and 316. Mr. Brown was the only civilian witness besides army officers and and aviation experts including Secretary of War Woodring.

The Negro participation claus in the National Defense act follows:

"The Secretary of War is hereby authorized, in his discretion and under rules, regulations and limitations to be prescribed by him, to lend to accredited civilian aviation schools, one or more of which shall be designated by the Civil Aeronautics Authority for the training of any Negro air pilot, at which personnel of the Military Establishment are pursuing a course of education and training pursuant to detail thereto under competent orders of the war department, out of aircraft, aircraft parts, aeronautical equipment and accessories for the Air Corps, on hand and belonging to the government, such articles as may appear to be required for instruction, training and maintenance purposes

THIRTEEN H.U. STUDENTS OKEYED FOR AIR TRAINING

Only thirteen of the sixty-three students filling application blanks for aviation training at Howard University were approved and accepted for the air training corps which was recently created through the Civil Aeronautics Authority.

The fifty students who were not accepted for the course were believed to have been dropped because of physical or psychological unfitness.

Ten of the thirteen students accepted will receive instructions in both the ground school and the flight course. These students will be known as principals. The other three students will be known as alternates and will study only the ground course.

If the flight instructor thinks that a principal is unsuited physically or psychologically, to continue flight instruction after a few hours in the air, then an alternate will take his place.

Ground school instruction will be given in the school of Engineering and Architecture. Darnley E. Howard, assistant professor of mechanical engineering, and Addison E. Richmond, assistant professor of civil engineering, have been named as instructors. These classes began, this week.

Flight instruction will be given at the Hybla Valley Airport on Route F. four miles below Alexandria, Va. Charles Alfred Anderson, well known commercial pilot with more than ten years of flying experience will be the flight instructor.

For equipment the students have at their disposal, a fleet of 50-horsepower Taylor Cub Monoplanes. Professor Addison E. Richmond has been appointed director of the program. The students enrolled are:

Principals—Vernon M. Bailey, New York; Robert W. Briggs, Elmer D. Jones, William Taylor George W. Miner, John H. Hurd John S. Perry, Andrew D. Turner Washington; Yancey Williams Tulsa, Okla; Spann Watson, Hackensack, N.J.; alternates—Joseph Dixon Fairmont, W. Va.; Edward M. Jenkins, Chicago and Joseph Rollins. Nutlet. N.J.

Flying Field Near Chicago To Be Used

Norfolk, Va.
Journal & Guide

UGE, Elk Heads, Congressmen Due Much Credit

12-2-39

WASHINGTON, D. C. — The most signal victory in the long history of military honors which have come to the race since the days of Crispus Attucks culminated with the announcement of the U. S. Civil Aeronautics Authority providing for the training of Negro pilots under the U. S. Army at north of Chicago.

This action has been taken in accordance with Public Law No. 18 passed by the 76th Congress in August and signed by President Roosevelt.

Edgar G. Brown, president United Government Employees Inc., Washington, D. C.; Dr. J. Finley Wilson, Grand Exalted Ruler of the Elks; Cornelius R Coffey, president of the National Airmen's Association, Chicago Illinois; Dr. F. D. Patterson, president of Tuskegee Institute; President F. D. Bluford of A. and T. College, Greensboro, N. C. Dean Lewis K. Downing, Howard University Engineering School, and M. O. Bousfield, member of the Chicago Board of Education will compose the selective Board to cooperate with the CAA and the War Department.

Chairman Robert J. Hinckley and the members of the Civil Aeronautics Authority in this action have compiled with the $300,000 000 National Defense Act, which gives authority to Secretary of War Woodring to utilize nine private aeronautics schools to train pilots for service in the U. S. Air Corps, one of which schools was to be designed by the CAA for training Negro pilots.

This language in the law to insure race participation was sponsored by the U. G. E. and Grand Lodge of Elks thru their spokesmen, Mr. G. Brown and Mr. Wilson, who appeared personally before the House and Senate Military Affairs and Appropriations Committees.

Senator H. H. Schwartz (Dem) Wyoming; Senator H. Styles Bridges (Rep) N. H.; Congressman J Buell Snyder, (Dem) New Jersey; Albert J. Engel (Rep) Michigan and Everett McKinley Dirksen (Rep) Illinois, led the successful fight on the floor of the Senate and House, both for the legislation and the appropriation.

The War Department now has the approval of the Civil Aeronautics Authority in accordance with the law to select the first class of Negro pilots to train at an army school.

"The West Point and Annapolis entrance requirements are high, but the air corps is even higher," said Mr. Brown, in a statement to the press.

Senator Schwartz, Messrs. Brown and Wilson appeared before the House of Representative Appropriations Committee on this matter May 26, 1939.

Mr. Brown appeared before the Senate Military Affairs Committee and presented this matter through the courtesy of the late Senator Marvell Mills Logan of Kentucky a member of the Senate Military Affairs Committee February 21 1939, according to the printed hearings of the National Defense Act

CAA Gives Ill. Private Air School

Colored Staff Is Assigned to Chicago Field

WASHINGTON

The final victory in the government's civilian pilot training program was won Monday with the approval and designation by the U.S. Civil Aeronautics Authority of the Harlem Airport, ten miles outside the city of Chicago, as the first private CAA pilot school with colored flight instructions in charge of the flying course.

The announcement was made by Edgar G. Brown, president of the United Government Employees, Washington representative of the National Airmen's Association, following a conference with the five-man board of the CAA headed by Robert J. Hinckley.

College Training not Needed

"The CAA air pilot course at Harlem Airport, Chicago," said Mr. Brown, "will be one of the schools opened next week at Government expense, to young men and women of the race without college training, for aviation instruction.

"This is in keeping with the provision of the CAA that 5 per cent of the total number of pilots trained under the CAA program in 1940, shall not be required to have a college education, but have only to pass a rigid physical examination."

Cornelius R. Coffey, president of the National Airmen's Association and highest ranking colored transport pilot licensed by the CAA; Miss Willa R. Brown and Dale White, also licensed by the CAA, will be among the flight instructors who will have complete charge of flying instruction and ground school, according to the announcement.

Robinson on NYA Staff

Further participation of Illinois residents in aviation training through members of their own race was revealed in the announcement from Chicago of the selection of Col. John C. Robinson, former Ethiopian Air Force chief, as consultant for the air mechanics schools being established under the National Youth Administration.

Colonel Robinson will have personal direction of the aviation school at Poro Institute, which he had operated for colored youths as a private, non-profit venture, until it was taken by the NYA, under whose sponsorship the scope of instructions will be increased.

Equipment Added

About $250,000 worth of surplus and obsolete aviation equipment from Army and Navy stocks have been allocated to Colonel Robinson's school, including several full-sized complete airplanes one of which is already on the grounds of the institute.

This equipment will be used to give instruction of a purely industrial nature and the commercial aspects of the aviation picture will be stressed, rather than the military.

The noted flyer was the only one of his race to attend the institute of nationally prominent civil instructors held at the Air Corps Technical School, Chanute Field, Rantoul, Ill., from October 3 to 12.

Colonel Robinson said he hoped his school in the Poro Building would have an eventual enrollment of 2,000. Any young man from 18 to 25 years of age is eligible, and provisions have been made to care for students who lack funds.

BLACK EAGLE FLIES TO CAPITAL

COL. HUBERT JULIAN, former chief of the Ethiopian air forces and recently returned from France who visited the French Embassy in Washington Tuesday. He is being served by a bevy of waitresses at the Service Grill as he dines with Mrs. Ralph Matthews, wife of the AFRO columnist. The busy waitresses are, left to right: Misses Elsie Toomes, Maggie Jamison, and Lena White.

$250,000 Worth Of Instruction Material Installed For Pilots

Future Mechanics To Get Training

INSTITUTE, W. Va.—(SNS)—Following closely upon the announcement in these columnms of the establishment of a Civil Aeronautics Authority project for training colored youth as aviation pilots at West Virginia State College, President John W. Davis states that he has worked out a plan with Glenn S. Callaghan, West Virginia Youth Administrator, whereby a large aviation mechanics" work experience project will also be installed.

To make sure no details would be slighted, Major Howard Wehrle, Air Reserve of the N. Y. A. local projects, and Col. Victor W. Page, Air Corps Reserve, in charge of the N.Y.A. national program of air mechanics' instruction, with headquarters in Washington, conferred with J. C. Evans, vocational training director at the institute on Oct. 27 and 28 relative to the installation of adequate tools, fixtures, furniture and airplane and motor parts to insure a quick start of the instruction work.

HAVE TWO UNITS

The West Virginia State College will be one of the few schools in the country, either white or colored, that will have the two independently operating Government Agencies giving instruction, one in training civilian pilots. the other the National Youth Administration being concerned with turning out five air mechanics for each flier the C. A. A. teaches to fly.

The Institute authorities will have, in addition to the thoroughly equipped wood working, sheet metal, machine shop, welding and auto mechanics shops it has been operating for some time on N.Y.A project work and work training, a completely equipped and independent air unit also furnished with tools and machines of the specializing trades.

The air unit will be used to give related training to the main shops and will instill careful and thorough work habits in all those who have the necessary qualifications for the exact work demanded of all work on airplanes or their power plants.

The instruction material to be furnished by the Government has been selected, by a presidental order, from the surplus Army and Navy stocks of motors, airplanes and their spare parts.

ILLINOIS SETS UP 12 AVIATOR TRAINING UNITS

Twelve aviation ground mechanics units have been established in Illinois by the National Youth Administration to provide preliminary mechanical training to certified youth on the NYA program, according to an announcement this week by Deputy State Administrator Lawrence J. Schmidt.

Four of the units—at Chicago, Lockport, Marion and East St. Louis—are of major status with equipment including complete airplanes, engines, bench and hand tools, all of which have been furnished by the United Air Corps. Other selected sites for smaller units are:

Springfield (two units), Peru, Chicago Heights, Joliet, Herrin, Johnston City and East St. Louis (second unit). Additional units may be selected later, said Mr. Schmidt, in view of the growing popularity of the training pro-

STUDY AVIATION AT HARVARD

Henry C. Everett, Columbia, S. C., left, and Paul D. Davis, New York, seniors in Harvard University, snapped in a dormitory room. Everett, a bio-chemistry major, and Davis, a government major, were among the 50 selected on a merit basis from many hundreds at Harvard to take the Civil Aeronautics Authority flight instruction course at Harvard. There are nine colored in the college department and fourteen in the graduate schools at Harvard.

gram. At least three airplane engines, together with necessary accessories and equipment, will be made available at all units.

"No flying instruction will be given at any of the units," explained Mr. Schmidt. "The training will provide the youths an opportunity to gain exploratory experience in aviation ground mechanics and will serve to determine their aptitudes for this type of mechanical work. Youths between the ages of 18 and 25 years whose family circumstances qualify them for NYA work certification, are eligible to apply for the training."

Men experienced in commercial aviation work are beng selected as instructors, said Mr. Schmidt. NYA youths at the training units required number of hours at pro- must also devote the customary ductive work each month. Related training will be given in many subjects, including navigation, geography, meteorology, mathematics, mechanics, blue print reading, drafting, electricity, shop work, metallurgy and radio.

Begin Pilot Training Course At Howard U. Under C. A. Anderson

WASHINGTON, D. C. — Sixty-three students have made application for training as aviators at Howard University while thirty-nine have taken preliminary examination at the Student Health Division of Howard University. Twenty-one of this number have passed the preliminary examination. Fourteen students took the Civil Aeronautics Flight Surgeon examination with thirteen passing.

The following students have been chosen as principals to begin the program: Vernon M. Bailey, New York City; Robert W. Briggs, Elmer D. Jones, Jr., William Taylor, George W. Miner, John H. Hurd, John S. Perry and Andrew D. Turner of Washington, D. C.; Yancey Williams, Tulsa, Oklahoma and Spann Watson of Hackensack, N. J.

Joseph Dixon, Fairmont, West Va.; Joseph Rollins, Chicago, Ill.; and Edward Jenkins, Nutley, N. J., have been chosen as alternates. The alternates will participate in all phases of the instruction except flying. If, after a certain number of hours in the air, a principal is found to be unsuited physically or psychologically to become an aviator by his instructor, an alternate will take his place.

The ground school instruction will be given in the School of Engineering and Architecture at Howard University by Darnley E. Howard, assistant professor of Mechanical Engineering, and Addison E. Richmond, assistant professor of Civil Engineering. The flight instruction will be given at the Hybla Valley Field of the Alexandria Airways, located on Route F, south of Alexandria, Virginia, about fifteen miles from the Howard University campus.

C. A. Anderson, well-known Negro pilot, will be the flight instructor. Prof. Richmond has been appointed director of program.

15

TUSKEGEE, HOWARD OFFER PILOT COURSE; BRINGS TOTAL TO FIVE

WASHINGTON, Oct. 12—Tuskegee Institute and Howard university in Washington, D. C., are to be approved and authorized this month to train Negro civil air pilots, bringing the total of Negro schools taking advantage of this program to five.

This information was disclosed this week by Edgar G. Brown, president of the United Government Employees, Inc. Brown said that special arrangements were made by President F. D. Patterson of Tuskegee with the airport in Montgomery, Ala., according to Robert J. Hinckley, chairman of the U. S. Civil Aeronautics Authority.

West Virginia State, North Carolina A and T. college and Hampton Institute, Hampton, Va., have been designated by the CAA with some 300 colleges throughout the country.

In the northern colleges, Negroes in regular attendance at these institutions may elect the civil aeronautics course along with their other studies as the CAA Act passed by Congress specifically prohibits discrimination on account of race, creed or color.

A nominal fee for insurance and physical examination must be paid by the student. The government from its 1939-1940 appropriation of $4,000,000 will expend an average of $300 for each student registered for the course. The plan contemplates training some 12,000 civil air pilots.

"We hope ten per cent of this number, around 1200 will be Negro pilots," Brown stated.

Okeh 'Skegee, Howard Plans For Air Course

WASHINGTON, D. C.—(S N S)—Robert J. Hinckley, chairman of the U. S.. Civil Aeronautics Authority Thursday advised Edgar G. Brown, president, of the United Government Employees, Inc., that Tuskegee Institute, through a special arrangement made by Dr. F. D. Patterson, president, with the airport in Montgomery, and Howard University, Washington, D.C., are to be approved and authorized beginning this month to train Negro civil air pilots along with the three colleges, West Virginia State, North Carolina A and T College, and Hampton Institute, Hampton, Virginia, designated by the CAA with some 300 colleges throughout the country.

In the northern colleges, Negroes in regular attendance at these institutions may elect the civil aeronautics course along with their other studies as the CAA Act passed by Congress specifically prohibits discriminations on account of race, creed or color.

A nominal fee for insurance and physical examination must be paid by the student. The government from its 1939-1940 appropriation of $4,000,000 will expend an average of $300 for each student registered for the course. The plan contemplates training some 12,000 civil air pilots.

"We hope ten per cent of this number, around 1,200 will be Negro pilots," said Edgar G. Brown president of the U. G. E. and Washington representative for the National Airmen's Association, who spoke for the legislation before House and Senate appropriation committees last June.

this action is due Edgar G. Brown, president of the United Government Employes, Inc., and chairman of the newly organized National Airmen's Association, the latter sponsored by the Chicago Defender.

The Chicago Defender took the lead in this fight for recognition of the Race's right to share in the $10,000,000 allotment by Congress for the training of plane pilots. Towards this end the Chicago Defender, the past summer sent two men, Chauncey Spencer and Dale White, both aviators, to Washington to assist in lobbying for legislation that would preclude any possibility of the Race being denied the right to share in the national air training program.

The program as drafted the past spring stipulated that 300 institutions of higher education were to be equipped for the training of students who met requirements laid down by the federal aeronautics authority.

IS THIRD RACE SCHOOL TO BE SO DESIGNATED

W.Va. State College And North Carolina, A.&T. Are Also Chosen

WASHINGTON, Sept. 29—Another Race school, Hampton institute, Hampton, Va., was this week designated as a training base for air pilots, according to reports emanating from the offices of Robert J. Hinkley, chairman of the United States Aeronautics Authority here.

The naming of Hampton Institute as a federal air training unit was preceded last week by the indication of two other schools, West Virginia State College, Institute, W. Va., and North Carolina Agricultural and Technical college, Greensboro, as sites for similar education.

Special action to include a number of Race schools among those at which pilot training bases were to be located through allotments provided by the United States Civilian Air Training bill, was taken by federal authorities after it was pointed out that most of the white colleges already named showed no inclination to allow Race students an opportunity of enrolling.

Credit for lobbying in behalf of

COURIER BATTLE FOR RECOGNITION GAINING HEADWAY

Discrimination in the United States Army faces a new test as a result of the training course for civilian aviators which is to begin at West Virginia State college, Insitute W.Va., and the Agricultural and Technical college a Greensboro, N.C., October , under the su[illegible] the Civil Aeronautics Authority.

Inclusion of two N[illegible] schools, partly financed by the Federal government, in the Civilian Pilot Training Program, marks a sensationally concrete advance in the fight initiated by the Pittsburgh Courier in January, 1938, to break down the bars to the advancement of Negroes in certain branches of the armed forces of the United States.

Civilian pilots are being trained to provide a reserve of air-minded men to serve in emergencies such as those created by war.

When the War Department turns to THIS RESERVE, it will find BLACK TRAINEES as well as WHITE TRAINEES equipped and ready to serve.

TAXPAYERS' MONEY ALSO AT STAKE

If BLACK TRAINEES are then turned down, the War Department will have to bear the onus not only of discriminating against a loyal class of American citizens, but also of WASTING the TAXPAYERS' MONEY.

If others don't, The Courier does recognize that the fight has just begun. Thousands of whites who did not know of the discrimination against Negroes in the United States Army and Navy have been informed and won to the side of fair play.

Scores of racial organizations and institutions have joined forces in the battle. The Negro press generally has entered the fray. Able individuals have helped to give point and direction to the campaign.

EXPANSION ACT PROVISIONS

The Courier is on the alert to lead all these forces into the next advance. The act authorizing expansion of the Army Air Corps

reads in part that the Secretary of War is authorized in his discretion, "to lend to accredited civilian aviation schools one or more of which shall be designated by the Civil Aeronautics Authority for the training of any Negro pilot, at which personnel of the military establishment are pursuing a course of education and training pursuant to detail thereto under competent orders of the War Department, out of aircraft, aircraft parts, aeronautical equipment and accessories for the Air Corps, on hand and belonging to the government, such articles as may appear to be required for instruction, training and maintenance purposes."

The next step is to see that the law as reproduced above is literally observed.

The next step is to fight off all attempts, direct and indirect, to permanently restrict the current trainees to civilian aviation.

WEST VIRGINIA STATE PREPARES

West Virginia State College was prepared as soon as word was received from the Civil Aeronautics Authority to proceed with the program.

For many years, this institution has been well established in vocational training, and in recent years, the Trade and Technical Division, under the direction of J. C. Evans, has placed great stress on modern technological programs, including radio and aviation.

The present program gives official status to aviation training activities which have extended over the seven years since Wertz Field, the municipal airport of the City of Charleston, was established adjacent to the college campus in Institute.

PRESENT FACILITIES TO BE ADAPTED

The established facilities of the institution already include much highly technical apparatus and equipment which will be adapted to enrich the training procedures of those who enroll in the civilian pilot training program.

Work with stroboscopes, hydraulic dynamometers, surveying and navigating instruments and aerial cameras, as already carried out in other progrms of the institution, will be adapted to the new courses.

Director Evans is serving as liason officer to co-ordinate the relations between the college, the flying field and the Civil Aeronautics Authority.

All students interested in the program will receive in the classroom or workshop, 72 hours of "ground" instruction and 50 hours of flying instruction at Wertz Field. The Civil Aeronautics Authority will pay the college $20 a student for ground school instruction, and the operator of the flying school from $270 to $290 for each student receiving flying training. The college will charge each student a laboratory fee of $40.

COLLEGES SEEK QUALIFIED STUDENTS

Every effort is being exercised by both colleges named to secure qualified students for pilot training. Preference is being given to young men who have to their credit at least one year of college work, and much stress is being given by the college physicians to the requiremnts of physical fitnes.

Application forms to be filled in by prospective students are now available at each college. Applications are to be accepted from students who have reached their eighteenth but not their twenty fifth birthday by September 1, 1939

Reveal Negro Father Of Modern Air Raid Defense

NEW YORK CITY—(SNS)— The story of Camille Mortenol, the Negro soldier who became the "father" of air raid defense measures while stationed in Paris during the last war, is told in the October issue of OPPORTUNITY Magazines by Mercer Cook, professor of French at Atlanta University.

Professor Cook points out that Mortenol's achievement in gaurding Paris against the full force of aerial attack was a tremendous one in view of the fact that military aviation was then a new development, and that the bombing of civilians and the use of poison gas were procedures that had never before been attempted on a large scale. Mortenol's searchlights and sirens—crude ancestors of these that are seeing service today—made the nightly visits of the giant German bombers much less devastating than they might otherwise have been according to Professor Cook.

The article reveals that Mortenol was born in 1859 at Point-a-Pitre, the largest city on the island of Gaudeloupe. After studying at a Catholic school there, he won a scholarship which enabled him to continue his education at Boardeaux. Later he became the first Negro to enter the ECOLE POLYTECHNIQUE, the French West Point.

Graduated in 1882, he became an officer in the French Navy. From 1884 to 1886 he campaigned with the French Expeditionary forces in Madagascar. His service on this island won him the cross of the Legion of Honor and gained for him the friendship of the celebrated General Gallieni. It was Gallieni who appointed him to the all-important air-defense post in 1914. So effective was his work there that it won him the title of Commander of the Legion of Honor.

TEN PER CENT OF QUOTA TO BE WOMEN

Washington Bureau
Associated Negro Press

WASHINGTON, Nov. 2—If the plans of the Civil Aeronautic authority follow the blue prints laid down for operation, there will be about 15 young women of color in this United States around about June who will have to their credit about 35 hours of actual flying, and who from then on will proceed to make life completely unbearable for some unsuspecting male.

Under the administration plans, 10 per cent of the students is the quota allowed ambitious females. With five schools named for the courses, and approximately 30 students allowed for each school, this means that 27 males will be tormented by three querulous, garrulous girls. And the sum total will be 15.

Armed with parachute and powderpuff, these valiants will clamber into the cockpit of some plane and before the instructor can catch his breath, there will be a succession of "oohs," "ahs" and shrieks which beggar description and defy spelling.

And will that instructor be an unhappy person for the first part of the flight! But that won't be anything to what he will be when they start downward and make a hoped for three-point leading.

Who is going to be the successor to the famous Bessie Coleman? Who is going to follow in the footsteps of other colored women who have won some medicum of fame in the air? The opportunity is there and it remains now to see who is going to enlist in the classes and how they are going to make out as far as grades are concerned. Ten per cent women enrollees—yep, it's co-ed and offers a pretty fair opportunity for some ambitious girls to make a rep as flyers.

D. C. AIRMEN'S CLUB ANXIOUS TO TRAIN COLORED PILOTS

WASHINGTON, D. C., Dec. 7—With the CAA program under way at Howard University, the Washington Airmen's Club announced this week that it may seek Government aid in opening a school for Negro student pilots without college training.

The CAA has already sponsored a similar school at Harlem Airport in Chicago.

The Washington club's plans were revealed by its secretary-treasurer, James Walter Douglas, Jr. C. Alfred Anderson, flight instructor at Howard University, is president-chairman of the group.

The club was started in 1937 at the Arlington, Va., airport, operated by Noble D. Butler. The organization now flies from the Hybla Valley airport, where Howard students will train.

The change was necessitated when prejudiced white residents brought pressure to bear on the owner of Butler's field with the result that the latter was unable to renew his lease, although the State had approved his flying field.

Butler now operates a seaplane base at the foot of First street, S. W., here, right across the Anacosta river from the Army and Navy air bases. It is the only Negro-owned seaplane base in the country.

The 11 members of the Washington Airmen's Club, all who hold student, private or commercial licenses, include Anderson, Douglas, Bonita E. Harvey, Charles Simms, Alton B. Johnson, Roland A. Brawner, John R. Pinkett, Jr, Thomas E. Cope, David H Peter Andrew I. Martin and Harold E. Smith.

Other licensed pilots in Washington, not members of the club include Russell R Lundy, Grayson McGuire, Roscoe Hankins, Floyd J Smith, Clarence McDonald, Jesse McCoy Hanson, W. W. S. Clayter, John Gilmore, DeWitht Stephens and Charles N. Ashe.

NEGRO PILOTS URGED

Training School At Tuskegee Institute Asked Of Woodring

WASHINGTON, Jan. 9—(AP)—Representative Mitchell (D., Ill.), only Negro congressman, asked Secretary Woodring Monday to choose Tuskegee Institute, Negro college at Tuskegee, Ala., as one of the schools for training pilots and aircraft mechanics.

President Roosevelt has recommended that 20,000 be trained. Mitchell said that on a population basis one-tenth of them should be Negroes.

He said Woodring promised consideration of his proposal. Mitchell also discussed the proposal with Chairman Vinson (D., Ga.), of the House Naval Affairs Committee, and Chairman May (D., Ky.), of the Military Affairs Committee.

WHEN DO WE FLY?

The Administration's national defense program calls for 13,000 army and navy planes and for the training of 20,000 young airplane pilots annually.

The total increase of expenditures for the army and navy for the next year, including the money spent for airplanes, will pass $250,000,000 and the annual cost of training young pilots in hundreds of colleges and universities will be almost $10,000,000.

There is no doubt that the United States is getting ready for any eventualities, but it is leaving the colored citizen strictly on the outside.

So far nothing has been said either about admitting young Negroes to the army air schools or about training them in the proposed courses in colleges and universities.

Secretary of War Harry H. Woodring has replied to protests made by the N. A. A. C. P. against barring Negroes from service in the aviation corps with the frank statement that they will not be admitted because it is contrary to military policy to mix the races in army units.

It is possible that some of the training units may be established at colleges and universities for Negroes, but in view of the rigid jim crow policy blessed by the Secretary of War, it is difficult to see what benefit that will be to our youngsters if there is no prospect of actually joining the air force. The navy is a worse jim crow machine than the army.

The colored citizen may well be alarmed at the prospect.

We are taxed outrageously to support this huge military and naval machine but are told with brutal frankness that we can take no part in it.

At the same time civil aviation which is subsidized by the government and which is growing in importance every year has always had a rigid policy of Negro exclusion, as have the airplane factories from coast to coast.

There may come a time when young colored Americans will be represented in all branches of aviation, but from the looks of things that time is a mighty long way off.

Ask Negroes Be Included in U. S. Aviation Program

NEW YORK CITY, Jan. 5—An inquiry into the Government's plan to train 20,000 college students annually as civilian pilots under the supervision of Army, Navy and civilian fliers to determine whether Negro college students are to be integrated into this program, will be undertaken by the N. A. A. C. P., officials of that organization announced here today.

Announcement of the plan, which has been worked out by the Civil Aeronautics Authority, was made Wednesday, December 28, 1938, by President Roosevelt. The huge training program will be financed through the National Youth Administration, which is under the direction of Aubrey Williams, the President said.

NEGROES FOR AVIATION

In the President's expansion program there is one phase which attracts our especial attention, and that is in the field of aeronautics.

We understand that it is the plan of President Roosevelt to train about twenty thousand of the nation's youth as aviation mechanics and pilots. Out of this twenty thousand, we believe that as a matter of right, justice and equity, at least two thousand of these enrollees should be colored youths. We think that many can be found who will qualify to pass the necessary tests to be inducted into this training.

We are making this appeal for the youth of our race because it will mean much to them to be so trained and it will also mean much to this government to include in this program, members of the Negro race because of their patriotism, loyalty and devotion to their country. Then, too, in the selection of qualified Negro youths, there need be no fear of the planting of spies and traitors in the aviation unit. The bravery of the Negro soldier has been tested under the most trying circumstances and he has never been found wanting.

We are directing the attention of the public to this matter because it is too important to be overlooked in times like these.

Want Negroes Included In U. S. Aviation Program

NEW YORK—(SNS)—An inquiry into the Government's plan to train 20,000 college students annually as civilian pilots, under the supervision of army, navy and civilian fliers, to determine whether Negro college students are to be integrated into this program, will be undertaken by the NAACP, officials of that organization announce.

Announcement of the plan, which has been worked out by the Civil Aeronautics Authority, was made Wednesday, December 29, by President Roosevelt. The huge training program will be financed through the National Youth Administration.

MAY NEGROES FLY—

The present National Administration's national defense program calls for 13,000 Army and Navy planes and for the training of 20,000 young airplane pilots annually.

This will add to the government's total income next year a little more than $250,000,000. The annual cost of training young pilots will be approximately $10,000,000 it is said. The training units will be cared for in colleges and universities.

The United States is getting ready for whatever comes. To prepare for war in the time of peace may prevent war.

In this great program of defense nothing is being said about training young Negroes or about admitting them to Army Aair Schools. The press quoted Secretary of War Woodring as saying "it is impossible, or that they will not admit Negroes because it is contrary to military policy to mix the races."

Then, what about establishing a Negro unit for similar training at Hampton? Hampton has some military science in practice, and is only 6 miles from Langley Field, one of Uncle Sam's biggest aviation units.

The name "Woodring" doesn't have the right ring and his words do not have the flavor nor the spirit of the New Deal in which the people have had so much faith.

Will These Schools Train Negro Pilots?

Question Of Negro Aviators Rises Once More as President Names Seven Schools to Train Pilots

WASHINGTON, Jan. 19—(ANP)—The question of whether there will be any change in the U. S. Army policy of barring Negroes from the aviation corps pops up again with the announcement Friday that President Roosevelt had named seven schools to be used for the annual training of 20,000 pilots.

The schools selected are Purdue, Alabama, Minnesota, Washington, Texas A. and M., Georgia Tech and Massachusetts Institute of Technology. Negroes study at all but Alabama, Texas and Georgia. Other schools will be added later to the list. It is not known whether efforts have been put forth to have a Negro institution included as a training school.

Atlanta, Ga. Constitution
January 10, 1939

TUSKEGEE TRAINING OF PILOTS IS URGED

WASHINGTON, Jan. 9.—(AP)—Representative Mitchell, Democrat, Illinois, only negro congressman, asked Secretary Woodring today to choose Tuskegee Institute, negro college at Tuskegee, Ala., as one of the schools for training pilots and aircraft mechanics.

President Roosevelt has recommended that 20,000 be trained. Mitchell said that on a population basis one-tenth of them should be negroes.

He said Woodring promised consideration of his proposal. Mitchell also discussed the proposal with Chairman Vinson Democrat, Georgia, of the house naval affairs committee and Chairman May, Democrat, Kentucky, of the military affairs committee.

Negro Youth Included In Vast Program

College Students To Be Admitted To Classes For Pilots

PRESIDENT'S PLAN

Congressman Mitchell Gets Assurance From Air Chiefs

WASHINGTON, D. C.—Negro youth will not be left out if the experimental pilot training program to be carried on by the Federal government during the next few months is broadened.

Assurance that eligible Negroes will not be excluded from President Roosevelt's proposed plan to give 20,000 college students a course in aviation at government expense, has been given to Congressman Arthur W. Mitchell (D., Ill.) by Robert H. Hinckley, a member of the Civil Aeronautics Authority, which has charge of the program.

Tuskegee Institute has been definitely chosen as a site for the training of Negroes, if the program is extended after the experimental period; and there will probably be other Negro schools included, according to the Illinois congressman.

House Chairman Favorable

In a letter to the TRIBUNE, Congressman Mitchell writes:

"Permit me to say that it has been heartening and encouraging to me to talk with Hon. Carl Vinson of Georgia, Chairman of the Committee on Naval Affairs in the House, and with Hon. Andrew J. May, of Kentucky, Chairman of the Committee on Military Affairs in the House, and to find that they are not only willing that Tuskegee should be given a branch of this training, but they are both enthusiastic about giving the Negro his opportunity in this field."

The President's plan, if the experimental pilot training program is found sane, plans to provide 20,000 students with training for pilot duty and as skilled aviation mechanics.

GOVERNMENT TO TRAIN NEGRO FLYERS

WASHINGTON, Jan. 27—An nouncement was made this week tha the Civil Aeronautics Authority wi establish a school for the training o aviators for federal service at Tuske gee Institute, Ala.

The announcement was made b Congressman Arthur W. Mitchel who was informed of the plan in letter signed by Robert H. Hinckley member of the authority.

The establishment of the schoo comes in answer to numerous re quests that members of the Race b given the same advantages as othe citizens to enter this branch of th federal service.

The school, which will begin as ar experiment, is expected to get unde way within the next few months. Hinckley's letter informed Congress man Mitchell. It was indicated that if the experiment proves successful other schools will be started.

Tuskegee is well suited for such an experiment. The institution already has machine shops, ample room for landing fields and other physical advantages. It is located only 38 miles from Maxwell field, a federal landing field in Montgomery.

NEGRO AVIATORS

WASHINGTON, Feb. 9—The following list of Negro aircraft p lots was prepared in the office of the acting specialist, Negro Statistic Bureau of the Census, from information furnished by the Civil Aer nautics Authority.

COMMERCIAL PILOTS

Anderson, Charles A., Ardmore, Pa.
Coffey, Cornelius R., Chicago, Ill.
Greene, John W., Jr., Boston, Mass.
Renfro, Earl W., Chicago, Ill.

LIMITED COMMERCIAL PILOTS

Allen, George W., Latrobe, Pa.
*Newkirk, Troy Webster, New York, N. Y.
Powell, William, J., Los Angeles, Calif.
Wells, Irvin E., Los Angeles, Calif.
* Expired.

PRIVATE PILOTS

Aiken, William, Los Angeles, Calif.
Brown, Willa Beatrice, Chicago, Ill.
Cable, Theodore, Indianapolis, Ind.
Cooper, Walter T., Orange, N. J.
Davis, Ralph H., Providence, R. I.
Dillon, William H., Harrisburg, Pa.
Hutcherson, Fred, Jr., Evanston, Ill.
Jackson, Abram D., Erie, Pa.
Nash, Grover C., Chicago, Ill.
Paris, William, Chicago, Ill.
Payne, L. Verdell, Ithaca, N. Y.
Robinson, John C., Chicago, Ill.
Sully, Justo R., New York, N. Y.
Terry, Robert, Basking Ridge, N. J.
Walker, Clinton T., Jr., Hamtramck, Mich.
Ware, Charles, New York, N. Y.
Wheeler, Rostell C., Springfield, Mass.
White, Dale L. Chicago, Ill.

SOLO OR AMATEUR PILOTS

Cosby, Albert, Chicago, Ill.
Darby, Dorothy, Detroit, Mich.
Hankins, Roscoe, Jr., Washington, D. C.
Hurd, Harold, Chicago, Ill.
Johnson, Charles Richard, Chicago, Ill.
Jones, Lola, Chicago, Ill.
Ray, Herman, Chicago, Ill.
Turner, Luther, Rochester, N. Y.
Walden, Coburn E., Flint, Mich.
Washington, Eddie, Blytheville, Ark.
Young, Perry H., Oberlin, Ohio.

STUDENT PILOTS

Adair, Frank B., Pine Bluff, Ark.
Alleyne, Joseph S., Jr., Brooklyn, N. Y.
Anderson, Grady Prince, Anderson, S. C.
Ashe, Charles M., Washington, D. C.
Brooks, Jesse L., New York, N. Y.
Brown, Aaron, Baltimore, Md.
Browning, Frank L., Chicago, Ill.
Herndon, Edward L., Newark, Ohio.
Howland, James H., New York, N. Y.
Jackson, Lola, Jamaica, L. I.
Lilly, Joseph H., Norfolk, Va.
Lundy, Russell G., Washington, D. C.
Lytle, Laurence E., New York, N. Y.
McDonald, Clarence J. W., Washington, D. C.

AVIATRIX IN 'TAIL SPINS' TEST FLIGHT

Here is Cornelius R. Coffey, commercial airplane instructor, adjusting Miss Willa Brown's parachute harness before he sends her off to practice tail spins which are required before she can obtain advanced flight ratings. It is hoped that President Roosevelt will name a Negro college as one of the several schools selected to train 20,000 pilots annually.

Courier 1-13-39 Pittsburgh Pa

Bill Offered to Give Land-Grant Colleges Aid In Training Flyers

Hitch Seen In Proposal of Mississippian As Schools Must Have White Instructors

WASHINGTON, D. C. — Under the terms of a bill offered in the House last Wednesday by Representative Dan R. McGehee, Democrat, of Missisippi, land-grant colleges would be lent airplanes and flying equipment to aid them in furnishing training in flying.

All land-grant colleges entitled to the benefits of the Agricultural College Act of July 2, 1862, would be eligible for loans of airplanes and flying equipment. There are 17 colored college in as many Southern States as compared with 52 institutions for white students in all sections of the United States.

The bill authorizes the Secretary of War to make such loans of airplanes and flying equipment to them as he may deem advisable, taking into consideration the demand at each college for flying instruction, the available ground facilities, and climatic conditions.

Before any loans of airplanes and equipment would be made, a college applying for such loans must enter into an agreement with the Secretary of War to provide instruction in flying under his supervision to enrolled students applying for such instruction and found eligible under regulations prescribed by him.

MUST HAVE WHITE INSTRUCTORS

The college is also required to agree to employ an instructors Air Corps Reserve officers who have been approved by the Secretary of War as qualified, who have graduated from the Air Corps Advanced Flying School not less than five years prior to their appointment as instructors, and who have had at least one year of active duty with a tactical unit in the Army Air Corps, or its equivalent.

Under this section, the instructors would have to be white. No colored commissioned or enlisted personnel has ever been detailed to duty with the Army Air Corps and there are no colored Air Corps Reserve officers.

None of the 17 colored land-grant colleges in the South has a mixed faculty. It has been regarded in most of them as against public policy to have mixed faculties and even in private institutions white or mixed faculties have been opposed.

SCHOOLS TO PAY

Other provisions of the bill would require a land-grant college to pay each flying instructor a salary and allowance not less than that received by Reserve officers of the same grade when on active duty with the Army Air Corps, to provide all necessary qualified personnel for the service, repair and maintenance of all equipment loaned to it, and not to charge any fees for such instruction in excess of the cost of gasoline and oil used by the students.

The land-grant colleges also woud be bound not to accept any student for instruction unless he is found to be qualified under a physical examination equivalent to that required for student pilots by the Commerce Department.

Regular Army Air Corps officers would be assigned by the Secretary of War to act as supervisors and inspectors of instruction given by the colleges.

Only Legislation Can Safeguard Air Corps

WASHINGTON, D. C. —Unless steps are taken to write into measures pending in Congress safeguards against discrimination, the Army Air Corps will continue to be lily-white.

A bill giving the Secretary of War blanket authority to provide up to 6,000 airplanes, together with such airships and free and captive balloons as he deemed necessary for training purposes, was introduced in the House last Wednesday by Representative Andrew J. May, of Kentucky, chairman of the Military Affairs Committee.

A similar measure has been introduced in the Senate by Senator Morris Sheppard, of Texas, chairman of the companion committee in the upper body.

The authorization bill is one of nine measures the War Department believes necessary to carry out the recommendations of the President's national defense message to Congress To care for the plans, an increase of some 31,000 enlisted men in the air corps are believed to be necessary, although it is probable that the defense forces as a whole will be kept at about 400,000 men.

There are no colored commissioned or enlisted personnel in the Army Air Corps. Unless an amendment is written into the bill directing the integration of colored personnel into the Air Corps without discrimination or segregation, the War Department is likely to continue its policy of exclusion of such personnel from that branch of the military service.

Air Force Shuts Applicant Out Because of Color

Philadelphian Refused Enrollment in Chicago School

OF 21,500 MEN, NONE IS COLORED

Senate Bill Authorizes 100 Per Cent Increase

WASHINGTON

Although the proposed expansion program of the Air Corps will require the training of additional pilots, mechanics, and other specialists, colored personnel will not be used unless guarantees against discrimination are made laws.

The Air Corps is a lily-white service. Its officers justify the exclusion of colored personnel on the ground that quarters for enlisted personnel are limited and only a few applications are received from colored persons.

Denied Consideration

Such was the advice recently given Eugene Dixon, a Philadelphian, who requested information relative to enlistment in the Air Corps and training at the Air Corps Technical School at Chanute Field, Rantoul, Ill.

Captain N. L. Cote, director of basic instruction at the school, advised him that "it is not considered advisable for you to file an application at this time."

The present authorized commissioned strength of the Air Corps is 2,092 officers. The authorized enlisted strength is 21,500 men.

Would Boost Strength

The Adequate National Defense bill carrying out the recommendations of the President, which was recently approved by the Senate Committee on Military Affairs, would increase the commissioned strength to 3,203 officers and the enlisted strength to 45,000 men.

In order to get this additional personnel, proposed legislation would authorize the Secretary of War to detail Army personnel as aviation students at civilian institutions.

It would also authorize the Secretary of War to enroll as students at the Air Corps Training

Barred from U.S. Air Corps

DEPARTMENT OF BASIC INSTRUCTION
AIR CORPS TECHNICAL SCHOOL
CHANUTE FIELD, RANTOUL, ILLINOIS

January 14, 1939.

Mr. Eugene Dixon,
5923 Summer St.,
Philadelphia, Pennsylvania.

Dear Sir:

Your letter requesting information relative to enlistment for the U. S. Air Corps and training at the Air Corps Technical School is hereby acknowledged.

Students for this type of training are selected from the enlisted men of the Air Corps after they have been in the service a reasonable length of time and have been examined to determine their ability and fitness to pursue the courses desired.

The Air Corps has very limited facilities for the housing and care of enlisted personnel, and an insufficient number of inquiries are received to justify organizing a unit to be composed of members of the American Negro race. For this reason, it is not considered advisable for you to file an application at this time.

For the Assistant Commandant:

N. L. COTE,
Captain, Air Corps,
Director, Basic Instr.

the Fish bill prohibiting racial discrimination in the Army, colored persons will continue to be excluded from the Air Corps.

Center selected civilians from the instructional staffs of civilian flying schools. Equipment would be loaned to these schools.

Guarantees Needed

Unless a guarantee against racial discrimination is written into the Adequate National Defense bill before it is approved by the Senate, or Congress enacts

AVIATION-1939

FUTURE AIRMEN READY TO BEGIN TRAINING IN PHILADELPHIA

Courier 4-1-39

This group of men and women composes the first members of the new all-racial, unrestricted flying school started by the I.W.O. They are pictured in front of a plane at the Flying Dutchman field, Phliadelphia. The plane is similar to the one which will be purchased for the class for its own use. In the inset, at bottom, is Henry B. Glover, representative of The Courier's Phliadelphia's oiffce, and one of the women members of the class.—Staff photo by Lawson.

Congress Agrees On Aviation School For Negroes

WASHINGTON—Final House and Senate action on the Schwartz amendment to the Army Air Corps expansion bill authorizing aviation training at at least one Negro college, is expected to be taken this week. This much was made known Monday when it was learned that, in spite of opposition, the House conferees have accepted the amendment.

Trouble for the amendment cropped up from regular army sources, as might be expected. War Department lobbyists lost no time disclosing the displeasure of that department's officials over the prospect of having to make room for even ONE Negro aviator in the United States Air Corps.

SHIFT SOUGHT

As soon as the Schwartz Amendment had been agreed to by the Senate Military Affairs Committee, behind-the-scenes maneuvering was begun to try to shift the responsibility for the aviation training stipulated to the Civil Aeronautics Authority rather than the War Department.

However, the language of the amendment, as sent to the House, does not change its substance. If passed by the House and the Senate in its present form, it will indicate that the first opening wedge in The Courier's fight to open the Federal military services to all citizens has been forged and that new ground can be taken from which to carry on the fight against exclusion and discrimination.

HOWARD BOARD MAY ACT MONDAY

Although the colored university to be used as a training site for Negro aviators for the U. S. Army has not been named, it is reported here that the board of trustees of Howard University, at its meeting next Monday, is expected to take up he question of setting up a course in aeronautics for the training of personnel as provided for under the bill.

AERONAUTIC TRAINING

Some weeks ago we published an article showing the number of colored aviators licensed and in training and admoished an increase. The government seems inclined in this direction and is proposing the establishment of an aeronautic training base at Tuskegee for the institution of colored men Giving reason for their training the Chicago Bee states:

Negro aviators will prove themselves as loyal and efficient as Negro soldiers have been throughout the whole history of their connection with the army service. That has never been doubted, of course; and the only reason our young men have not been given such an opportunity heretofore can be laid squarely upon blind American race prejudice.

Unhyphenated, with their interests bound up wholly in serving this, their own and only country, Negro aviators will be the most dependable pilots in the whole service. There will be no danger of their yielding to the urge of foreign attachments, and, therefore, little or no danger of their being swayed by the bribes of foreign spies to sell government secrets or to enter into plots of sabotage, which is a risk ever present in the employment of men whose hyphenated designations as Amerncan citizens reveal their foreign origin and, therefore, possible alien sympathies. The truth of the matter is, our great country could do no better than to play safe by enlisting large numbers of her most loyal and dependable citizens in all the important branches of its defensive service.

New Air Training Service May Leave Negro on Ground To Act In Menial Capacity

Advocates of Racial Balance Watchfully Waiting to See Whether Government Will Provide For Negro Pilots

Danger In Not Accepting Proferred Positions

WASHINGTON.—(ANP)—Unless close attention is given the proposed plans for the training of colored aviators under the aegis of the bills now pending in congress, some kind of a joker will be slipped into the thing which will, in the language of the streets, gum up the works.

Advocates of racial balance in the U. S. army and navy distrested the air corps so greatly that organization quietly went to work to get the Negro training proposal killed or amended on the Civil Aeronautics authority before the rearmament bill is finally enacted.

The all-white U. S. Army Air corps did not relish the prospect of having to train Negroes as well.

According to a well defined plan, there are 12 men on the ground for every man in the air —therefore, for every Negro who is trained as an air pilot, there must be 12 men—in all probability, Negroes trained to take care of the planes and see that they are given regular attention and service.

Besides opening opportunities in the army, regarded by private concerns as the best possible training a man can have, there should be opportunities for trained Negro aviators in commercial ventures.

Listing the "flying jobs" without going into any of the multiple details concerning their duties, one finds there are pilots, co-pilots, stewardesses, navigators, flight engineers, radio operators, stewards and test pilots. Then purely commercial jobs include photographer, "crop-duster," air "taxi-man," flying instructors, salesmen, demonstrators, and "sky-writers."

On the ground, where there are more jobs available, are listed the following: operating group, dispatcher, and ground men (who operate gasoline pumps, haul airplanes in and out of hangars, roll the runways, cut grass, paint the runway markers and perform other miscellaneous duties).

These menial tasks are probably the initial step into the field of aviation and should not be taken too lightly—neither should the prospective aviator of color accept them as the only jobs he will take. However, he should be trained and qualified and not above taking such a position when and if it is offered to him.

Also in the operating ground jobs are meteorologists and observers. Radio operators and teletype operators are also in demand.

Non-operating ground workers include the all important group of mechanics; airplane mechanic, engine mechanic; hangar and field service mechanic, instrument and radio mechanic, apprentice mechanic, parachute riggers, and maintenance men.

An interesting table has been prepared showing the air-line employees as of 1927:

Mechanics and ground crew.....	3,258
Pilots	749
Co-pilots	598
Stewards and hostesses	420
Hangar and field personnel.....	2,349
Operation and field personnel	4,172
Total employees	11,546

So, in turning his face toward the new boom which is destined to carry the United States up the scale in the field of aviation—not that the good old U. S. is not already regarded as the first in this field when it concerns advance and research and efficiency, but to a new goal which it deserves, it is well that colored Americans seek their place.

And in seeking their place, it is well that the entire facilities of the press and all other agencies be brought to bear upon the powers that be to win the right for this marvelous opportunity now tentatively awaiting adoption.

Aviation definitely is on the boom and 1939-40 will be a year much discussed in aviation history. Progress is being made that dwarf any previous efforts and show the world that America is the land of flying.

All doubt on this should be dispelled when congress awoke to the fact that it was necessary to train these men with wings and in training the whites, it is equally necessary to train the blacks—as much as they hate to do this. However, it is up to the Negroes to see ust how much training they are going to get and not let the thing slide off the scale into oblivion.

It is a matter of record that foreign governments buy our planes and pattern after them—there is no better flying machines in the air today than the twin-motored Douglas plane. Practical for all usages, it is the most widely copied machine in the world.

Having set the standard, the United tSates is not going to be caught napping as it was during the World War when in listening to foreign experts, we built a gang of ships which after the war were impracticable—too small for ocean service and too large for coastal trading. We now speak of the 6,000-ton ships which were "fabricated" at Hog Island and now rot and rust in the Hudson river in New York and at Newport News And if there is any advice to be given in aeroplanes, Uncle Sam himself will give it.

Wider fiends are opening in this era of new transportation, private flying and ownership of planes is becoming more and more prevalent and commercial ventures are growing with the addition of trans-Atlantic flights.

Where will the Negro be in a few years? Will he be in a position of trust won by training and merit, or will he be still marveling at the wonders of aviation? An opportunity has been given but a fight will have to be made to widen the wedge and give fuller training. Your own congressman can and should have a great deal to say in your behalf.

AVIATION- 1939

Plans All Set To Force Negroes To Do 'Dirty Work' In The Next War

Courier 2-11-39
Pittsburgh, Pa.

WHOSE MOVE NEXT?

CIVIL AERONAUTICS AUTHORITY
WASHINGTON

February 2, 1939

Mr. Robert L. Vann, Editor
The Pittsburgh Courier Publishing Company
2628 Centre Avenue
Pittsburgh, Pennsylvania

Dear Mr. Vann:

This will acknowledge receipt of your letter of January 26, 1939.

The matter is now being studied carefully by the Civil Aeronautics Authority. Without a doubt, provision will be made for giving flight training in those schools which meet the requirements.

Very truly yours,

Grove Webster

Grove Webster, Chief
Private Flying Development Division

The above letter from Grove Webster, chief of the Private Flying Development Division of the Civil Aeronautics Authority, speaks for itself. If it is misrepresentation, it comes from the man entrusted with the responsibility of developing the nation's private flying forces. He writes: "... without a doubt, provision will be made for giving flight training in those schools which meet the requirements." Mr. Webster does not write "white schools" or "Negro schools." He writes, "those schools which meet the requirements." The Courier had asked him if Negro schools would be included in the development of private flying. In effect, he has said that they will be if they meet the requirements. It is now up to schools training Negroes to "meet the requirements." It is their move next before Mr. Webster can be forced to move again.

By meeting the requirements, our schools can determine whether he is "kidding or telling the truth." What are Hampton, Tuskegee and our land-grant colleges going to do about the challenge?

Negro Aviators Await Call "TO ARMS"

Courier 2-11-39

ONE HUNDRED TWENTY-FOUR black men and women have learned to fly, according to the most recent bulletin published by the United States Census Bureau, reproduced in full on page 24 in this issue. Not a SINGLE ONE has ever set a foot inside an ARMY AIRPLANE. The Army Air Corps is for the ARISTOCRATS of the Army, not for NEGRO citizens. When war comes, it is proposed by the oligarchy which runs the army to make MENIALS of Negroes.

Read on this page Mr. Lautier's exposure of the WAR DEPARTMENT'S attempt to make LABORERS instead of SOLDIERS of Negroes in the World war. Plans are already set to do so again when war comes. Negroes will do all the DIRTY WORK in the next war (which is not far away) unless we ACT NOW. CONGRESS can talk to the WAR DEPARTMENT in language it can understand. WRITE to your Congressman. Tell him to support the Fish Bills, also reproduced in this issue. Write to the President! Tell him we want a Negro division of FIGHTING men, all ranks, grades and kinds of service, not LABOR BATTALIONS!

Charleston, S. C. News & Courier
February 22, 1939

NEGRO TRAINING URGED

Athletes Would Be Placed in Air Corps

Washington, Feb. 21.—(U.P.): President Edgar G. Brown, of the United States government employes, a negro group, urged the senate military affairs committee today to institute a "new deal in the army air corps". He proposed air corps training for Joe Louis, John Henry Lewis, Henry Armstrong and other negro athletes.

Washington, D. C. Post
February 27, 1939

U.S. Training ed For Colored Pilots

The Senate yesterday was urged to increase the Army Air Corps expansion bill from 5,500 to 6,000 planes and to earmark 500 planes for colored pilots to be trained through the War Department at Howard University, Wilberforce University, Wilberforce, Ohio, and Tuskegee Institute, Tuskegee, Ala.

The request, in an open letter to the Senators, was made by Edgar G. Brown, president of the United Government Employes.

Columbia S. C. State
March 8, 1939

Senate Would Train Negroes For Aviators

Washington, March 7—(AP)—Negroes would be trained as military aviators under a provision inserted in the army expansion bill today by the senate after considerable parliamentary jockeying by Democrats and Republicans.

Senator Bridges (Republican) of New Hampshire served notice several days ago that he would propose amendments providing for aviation training of Negroes in Negro colleges and the Regular army. He also asked that the phrase "without regard to race, creed or color" be inserted in the bill at several points.

Today Senator Schwartz (Democrat) of Wyoming proposed that at least one Negro college be equipped to provide training. Schwartz won recognition from the chair ahead of Bridges and the two senators disputed over their respective proposals.

Senator Logan (Democrat) of Kentucky arose to support military training for Negro fliers and called attention to service by Negro troops in the World war and other wars.

Bridges attempted to substitute his provisions for that of Schwartz but Democratic senators shouted this down and then accepted the Schwartz proposal without dissent.

The provision now must be considered by the house.

Thomasville, Ga. Times Enterprise
October 16, 1939

FLYING TO BE TAUGHT AT TUSKEGEE AND COLLEGEBORO

Washington, Oct. 16. (AP)—A list of 49 additional schools selected yesterday by the Civil Aeronautics Authority for participation in the civilian pilot training program includes Tuskegee Institute in Alabama and South (Georgia) Teachers College at Collegeboro, Ga.

The CAA already has approved 404 educational institutions for the program, which is expected to qualify about 10,000 students for flying licenses by the end of June.

Edgar Brown Pleads For Chance For Negro Youth In United States Air Corps

Head of United Government Workers Wants Colored Officers Unit Developed in Military Ranks

Says Bill Should Eliminate Creed, Class And Color

WASHINGTON, D. C.—(ANP)—Appearing last week before the Military Affairs committee of the U. S. Senate, Edgar G. Brown, president United Government Workers, pleaded for a chance for all American youth, regardless of race, creed or color, to qualify for service as Reserve Officers and enlisted personnel in U. S. Army Air Corps. Under the Air Corps' expansion program, authorization for construction of 5,500 planes and an Air Corps personnel of 45,000 is now contained in the bill under consideration.

President Brown told the Senate committee, "This essential phase of preparedness in training all the nation's manpower could be assured by another proviso inserted under Section 4, of H. R. 3791, giving power to the Secretary of War to specifically designate and authorize Aircraft Training schools at Howard university, Wilberforce university where there are already ROTC schools, and also at Tuskegee and Hampton institutes . . .

"It would further advance the National Defense program under Section 5 of this bill, to provide for a definite number of colored Reserve Officers, mechanics, laborers, etc., and under Section 7, to include this group in the five eligible groups outlined, from which the Secretary of War makes selections for the Army Air Corps."

"I would appropriate a dollar for that school as quickly as I would for one at Oklahoma university, and that is my school," continued Brown. Brown added that the tools in the trades building and instructional equipment was in an appalling condition.

Immediately following Representative Brown's statement the board of regents unanimously passed the following resolution offered by Supt. Crable:

"That the Board of Regents agrees with and endorses the plans for the enlarging of the Colored Agricultural and Normal University as it relates to faculty members, needed buildings, remodeled buildings, equipment and supplies as reported by the Special Committee, composed of Representatives Dale Brown, Coal county, Carl Morgan, Logan county and Elbert R. Weaver, Payne county, authorized by the Legislature to make a survey of the Institutional Needs."

Don't Want Any Negro Flyers in U. S. Air Corps

WASHINGTON, Mar. 23—(ANP)—Officials of the lily white U. S. Army Air corps are up in arms over recent passage by the U. S. Senate of a bill to train Negro aviators in at least one colored school in carrying out President Roosevelt's $366,250,000 rearmament program.

The air corps, unabashedly out to get Negro training killed, is hoping to shift it from its department to the Civil Aeronautics authority.

Dunjee Asks for Negro Air Unit in U. S. Army

In response to a letter received last week from Senator Elmer Thomas, of Oklahoma, asking Editor Roscoe Dunjee whether Edgar G. Brown, president of the United Government Employees' Association, represented Editor Dunjee's views, when he asked for a Negro unit in the proposed air corps to be formed by the federal government, Editor Dunjee last Thursday forwarded the following communication to Senator Thomas:

Senator Elmer Thomas,
Washington, D. C.
My dear Senator:

I have just read your letter regarding the proposal made by Mr. Edgar Brown, president of the United Government Employees Association, in which you desire to know whether statements made by Mr. Brown to the Military Affairs Committee of the United States Senate meets with my approval.

I desire to say that Mr. Brown, in requesting that a Negro unit be formed in the proposed new air corps of the United States Army, voices not only my sentiment, but the the desire and ambition of every patriotic Negro in America.

The Negro is proud of the heroic records made by black troopers in all of America's wars, and it is with deep regret that we observe in recent years a tendency to convert Negro enlisted men into labor battalions.

The record of the Negro soldier in all wars warrants formation of combat troops in the army and navy. Most assuredly the black man should be trained to defend his native land in the air.

I am hoping that when such proposed legislation comes up for formation and passage in the Senate, the two hundred thousand Negroes in Oklahoma will find you fighting for their rightful place in the army of the United States.

There is a trail of black blood that starts on Boston Commons and passes on through New Orleans to Fort Sumter, to El Caney and thence to Flander's Field. The old crumbling fort on the inside of the fortifications at Fort Sill, Comanche County, was built by the Tenth Cavalry troopers, proving that the first barricades of civilization in Oklahoma were erected by black troopers. Through all these gory-stained years, the American Negro has never produced a Benedict Arnold or raised the hypocritic hand of a traitor. With blood and sweat and tears we have won the right to defend the Stars and Stripes, and we are hoping that you will take that position in the United States Senate.

Sincerely yours,

Signed:
ROSCOE DUNJEE, Editor,
Black Dispatch.

Amends U.S. Bill to Include Negro Flyers

WASHINGTON.—(ANP) By amending the mighty Defense Appropriations bill to provide civilian aviation training for at least one colored college, the United States senate, cognizant of the need for trained Negro aviators, set a precedent and opened the way for a new era in military training for Negro youth of America.

No school has been selected for the training of colored civilians, but there is a strong possibility that a well-known colored school in the South, close by one of the existing military training camps, will be selected.

Race Flyers For Army Duty

WASHINGTON, D. C.—If plans adopted by the war department and the Civil Aeronautics Authority are developed as they hope, Negro aviators and officers on par with other aviation officials will be a fact sometime within the next two years.

In keeping with the provisions of the $300,000,000 military appropriations bill for 1940, Negro student flyers for the army will be trained at the North Suburban Flying corporation school at Glenview, Ill

COURIER LAUDED FOR CAA FIGHT

Says Paper And It's Editor Should Be Given More Credit Than They Are Receiving.

WASHINGTON, Dec. 7—The Pittsburgh Courier was given full credit here this week for the inclusion of Negro colleges in the Civilian Pilot Training program and lauded as a pioneer force in advancing aviation among Negroes.

The praise came from James M. Marbit, Jr., secretary of Howard University, and C. Alfred Anderson, the country's first Negro commercial pilot, who is now flying instructor for the CAA program at Howard. Mr. Narbit said:

"The Pittsburgh Courier and Mr. Robert L. Vann should be given greater credit than they have received for their effectiveness in

Whites Close Va. Airport

RICHMOND — A temporary permit granted N. D. Butler and C. Alfred Anderson to operate a flying field at the Arlington Airport was cancelled last week after the owner of the field revoked all former lease arrangements.

No Use Getting Permit

A letter from an Alexandria attorney to Butler informed him that it appeared that the whites of that city had brought pressure to bear on the landlord and that he was compelled to revoke his lease.

"This being true, there of course is no necessity for the commission to pass on the application which you filed," he wrote.

The letter from Edgar D. Turner ordering the closing of operations in parts reads: "I am writing you as chairman of the committee of Seminary Hill Civic Association to say that the trustees of the Hampton Syndicate have authorized me to close down the present flying operation on the Leesburg Pike."

Anderson is making arrangements for a flight to the West Indies.

Air Corps Officers Justify Exclusion of Negro Personnel — Philadelphian Told "It Is Not Advisable For You to File Application at This Time."

WASHINGTON, March 2—Although the proposed expansion program of the Air Corps will require the training of additional pilots, mechanics, and other specialists colored personnel will not be used.

The Air Corps is a lily-white service. Colored persons are barred from enlistment, and no colored officers are detailed to duty with that service from the Regular Army, the Reserve Corps, or the National Guard.

JUSTIFY EXCLUSION OF NEGRO PERSONNEL

Air Corps officers justify the exclusion of colored personnel on the ground that quarters for enlisted personnel are limited and only few applications are received from colored persons.

Such was the advice recently given Eugene Dixon, a Philadelphian, who requested information relative to enlistment in the Air Corps and training at the Air Corps Technical School at Chanute Field, Rantoul, Ill.

Capt. N. L. Cote, director of basic instruction at the school, advised him that, "The Air Corps has very limited facilities for the housing and care of enlisted personnel, and an insufficient number of inquiries are received to justify organizing a unit to be composed of members of the American Negro race.

"For this reason," he added, "it is not considered advisable for you to file an application at this time."

The present authorized commissioned strength of the Air Corps has very limited facilities for the housing and care of enlisted personnel, and an insufficient number of inquiries are received to justify organizing a unit to be composed of members of the American Negro race.

"For this reason," he added, "it is not considered advisable for you to file an application at this time."

The present authorized commissioned strength of the Air Corps is 2,092 officers. The present authorized enlisted strength is 21,500 men.

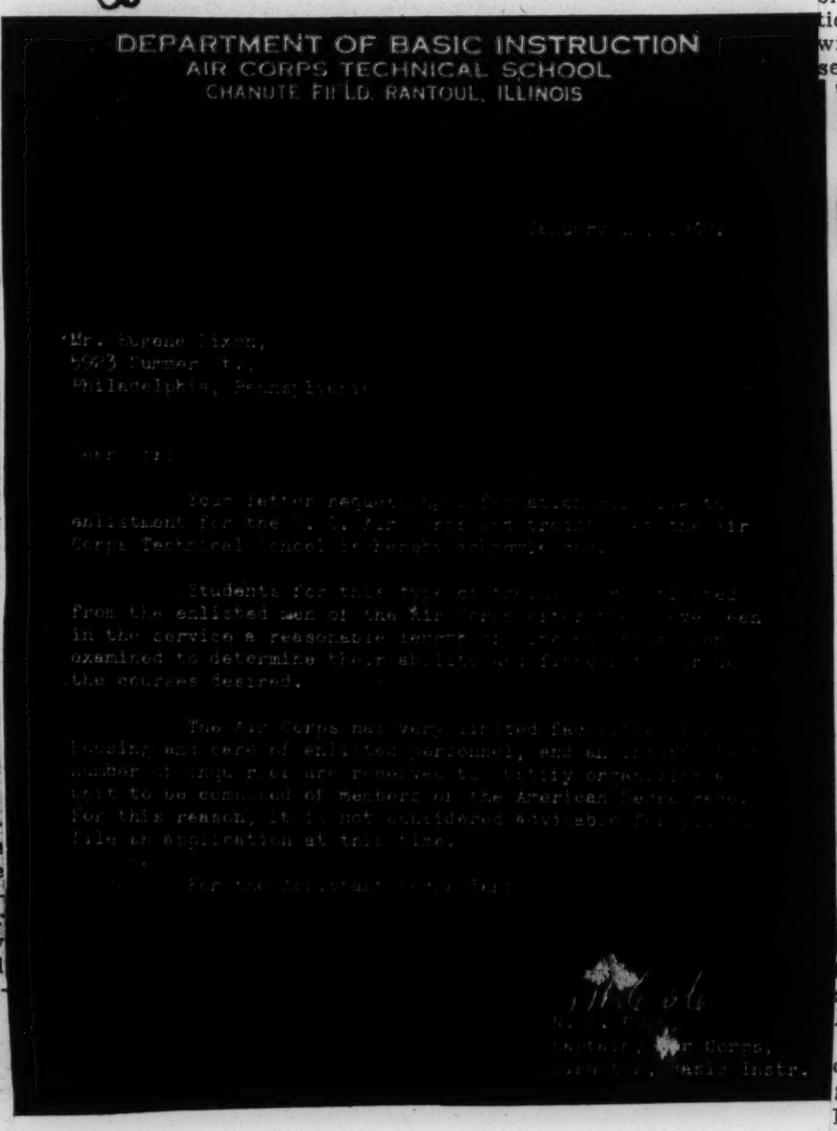
COMMISSION STRENGTH WOULD BE INCREASED

The Adequate National Defense Bill, carrying out the recommendations of the President, which was recently approved by the House, and is now pending before the Senate Committee on Military Affairs, would increase the present authorized commisioned strength to 3,203 officers and the present authorized enlisted strength to 45,000 men.

The additional 1,111 officers and 23,500 men are regarded as necessary to carry out the Air Corps program.

Unless a guarantee against racial discrimination is written into the Adequate National Defense Bill before it is approved by the Senate or Congress enacts the Fish bill prohibiting racial discrimination in the Army, colored persons will continue to be excluded from service in the Air Corps.

LILY WHITE? . . HERE'S THE PROOF


DEPARTMENT OF BASIC INSTRUCTION
AIR CORPS TECHNICAL SCHOOL
CHANUTE FIELD, RANTOUL, ILLINOIS

Mr. Eugene Dixon,
5623 Summer St.,
Philadelphia, Pennsylvania.

Dear Sir:

Your letter requesting information relative to enlistment for the U. S. Air Corps and training at the Air Corps Technical School is hereby acknowledged.

Students for this type of training are selected from the enlisted men of the Air Corps after they have been in the service a reasonable length of time and have been examined to determine their ability to successfully pursue the courses desired.

The Air Corps has very limited facilities for the housing and care of enlisted personnel, and an insufficient number of inquiries are received to justify organizing a unit to be composed of members of the American Negro race. For this reason, it is not considered advisable for you to file an application at this time.

For the Assistant Commandant:

N. L. Cote
Captain, Air Corps,
Director, Basic Instr.

Youth Advised Not To Apply To Air Corps

Discriminate Against Race In Corps Expansion

Special to Journal and Guide
(Picture on Page 2)

WASHINGTON, D. C. — Although the proposed expansion program of the Air Corps will require the training of additional pilots, mechanics, and other specialists, colored personnel will not be used. 3-4-39

The Air Corps is a lily-white service. Colored persons are barred from enlistment and no colored officers are detailed to duty with that service from the Regular Army, the Reserve Corps, or the National

Air Corps officers justify the exclusion of colored personnel on the ground that quarters for enlisted personnel are limited and only few applications are received from colored persons.

YOUTH BANNED

Such was the advice recently given Eugene Dixon, a Philadelphian, who requested information relative to enlistment in the Air Corps and training at the Air Corps Technical School at Chanute Field, Rantoul, Illinois.

Captain N. L. Cote, director of basic instruction at the school, advised him that "The Air Corps has very limited facilities for the housing and care of enlisted personnel, and an insufficient number of inquiries are received to justify organizing a unit to be composed of members of the American Negro race.

"DON'T APPLY"

"For this reason," he added, "it is not considered advisable for you to file an application at this time."

The present authorized commissioned strength of the Air Corps is 2,092 officers. The present authorized enlisted strength is 21,500 men.

The Adequate National Defense bill carrying out the recommendations of the President, which was recently approved by the House and is now pending before the Senate Committee on Military Affairs, would increase the present authorized commissioned strength to 3,203 officers and the present authorized enlisted strength to 45,000 men.

NEED MORE MEN

The additional 1,111 officers and 23,500 men are regarded as necessary to carry out the Air Corps program.

In order to get this additional personnel, proposed legislation would authorize the Secretary of War to detail Army personnel as students at civilian institutions for the purpose of acquiring knowledge in aviation matters.

Proposed legislation would also authorize the Secretary of War to enroll as students at the Air Corps Training Center selected civilians from the instructional staffs of civilian flying schools.

The Secretary of War would also be authorized to lend aircraft and other aeronautical equipment to civilian aviation schools at which Army personnel are pursuing a course of training under Army orders.

GUARANTEE NEEDED

Under the proposed expansion program, the Air Corps is to be increased both in number of airplanes and personnel.

Unless a guarantee against racial discrimination is written into the Adequate National Defense bill before it is approved by the Senate or Congress enacts the Fish bill prohibiting racial discrimination in the Army, colored persons will continue to be excluded from service in the Air Corps.

As Youths Tried Out Their Wings For First Time

Fifty young men are shown being given flying tests at the Curtiss airport. N. Y., under the sponsorship of the National Youth Administration. Omar Midyett, manager of the Midwest Flyers' School of Aviation at the Curtiss Airport, took up thirty-five Negro youths, one by one in a dual control training plane and gave each a brief opportunity to handle the controls. Those who seem fitted and who wish to take the flying course will be trained at reduced rates. His course will fit the youths for army pilots' licenses. (International News Photo).

COURIER FIGHT TO GAIN RECOGNITION FOR RACE IN AVIATION SUCCEEDS

Courier 3-18-39 Pittsburgh, Pa.

By L. R. LAUTIER
(Special to The Courier)

WASHINGTON, D. C., Mar. 16—The militant fight of The Pittsburgh Courier to gain recognition for the Negro in the Defense Appropriations Bill, brough unexpected and definite results here last week, when the United States Senat agreed to an amendment to the Air Corps expansion bill, providing that at leas

partment orders.

A more comprehensive amendment, specifically authorizing the Secretary of War to establish at appropriate colored colleges identical equipment, instruction and facilities for training colored air pilots, mechanics and others for service in the Regular Army as is now available at the Air Corps training center, was rejected by a voice vote.

This latter amendment was proposed by Senator H. Styles Bridges, Republican, of New Hampshire, also a member of the Military Affairs committee.

POINTS OUT FALLACY IN 'SHOP-WORN" ARGUMENT

Pointing out the fallacy in the argument that there was no provision in the bill that would prevent a colored man from receiving such training, Senator Schwartz said that he believed "the situation is such that unless we give this specific and affirmative recognition, possibly our qualified Negro citizens will not have an opportunity to become air pilots."

Mr. Schwartz explained that all he was trying to do "is to secure an affirmative, plain, simple declaration that at least one qualified colored college shall be given an opportunity to educate colored men as air pilots."

SENATOR BRIDGES SUPPORTS AMENDMENT

Supporting his amendment, Senator Bridges declared that he believed colored youth "have a right to training similar to that which the white young men of our nation receive."

"With some 12,000,000 Negroes in the country," he stated, "they constitute approximately one-tenth of our population.

"I believe they are entitled to special training along aviation lines. We are opening up a great new industry and a particular branch of the service and the Negroes should have consideration."

MINORITY LEADER DEFENDS BRIDGES

Taking the position that the two amendments covered the same ground, but that the Bridges' amendment was more comprehensive, Senator Charles L. McNary, of Oregon, the minority leader, sought to have it accepted as a substitute for the Schwartz amendment.

Senator Henry F. Ashurst, Democrat, of Arizona, presiding, ruled that the Bridges' amendment was not tenable as a substitute. It was then offered as an amendment to the Schwartz amendment, but was defeated.

LOGAN OF KENTUCKY COMES TO RESCUE

Pointing out that the Civil Aeronautics Authority designates certain schools for training in aviation and the War Department accredits them, Senator M. M. Logan, Democrat of Kentucky, said he was advised that no colored institution had been designated by the Civil Aeronautics Authority.

"It is true that no right is taken away from the Negro by the law as it is now, and the Civil Aeronautics Authority could designate such civilian schools and the War Department could accredit them," said Senator Logan, "but it has NOT BEEN DONE."

one colored school shall be lent flying equipment for the training of colored pilots.

And so . . . with official recognition finally granted . . . the first step in a campaign to force Negro integration into every branch of the U. S. Army, Navy and Air-Defense program has been accomplished.

The amendment to which the Senate agreed, was offered by Senator H. H. Schwartz, Democrat, of Wyoming, a member of the Military Affairs Committee.

Passage of the bill by the Senate, in its amended form, sets a precedent and opens the way for a new era in military training for the Negro youth of America.

No school has been selected for the training of colored civilians, but during a discussion of an amendment which was turned down before the Schwartz amendment was adopted, Howard and Wilberforce universities and Hampton and Tuskegee Institutes were suggested as schools at which military aviation might be instituted.

MORE COMPREHENSIVE AMENDMENT REJECTED

The amendment was added to that section of the bill which authorizes the Secretary of War to lend aircraft and flying equipment to civilian aviation schools at which army personnel is undergoing training under War De-

MIXED COLLEGES AND AIR TRAINING

Courier 4-15-39 Pittsburgh, Pa.

It is probable that colored students in mixed colleges will have the first opportunity to get air pilot training under the Civil Aeronautics Authority.

It will be much more difficult to exclude from this training colored students in white colleges who apply for the course than to bar those attending colored colleges.

No colored college has as yet been designated to have a course in aeronautics and there may be considerable delay in doing so. Even then the number to receive training will necessarily be limited.

New tactics will have to be devised to keep Negro students attending white colleges out of the aeronautics courses, and we suggest that colored students register promptly for the courses before a method is found to exclude them.

SENATE AMENDS DEFFENSE BILL; PAVES WAY FOR NEGRO PILOTS

Bill Now in House; Passage Expected Momentarily

WASHINGTON, Mar. 16 —(ANP) — By amending the mighty Defense Appropriations bill, to provide civilian aviation training for at least one colored college, the United States senate, cognizant of the need for trained Negro aviators, set a precedent and opened the way for a new era in military training for Negro youth of America.

The bill, which has caused considerable debate and discussion and contemplates increased the number to 6,000, a figure hitherto undreamed of, and provides for the addition of 2,000 officers and 35,000 enlisted personnel to man these expansions in the air force. The bill also provides for the use of civilian flying schools for the preliminary training of youths interested in aviation. No school has been selected for the training of colored civilians, but there is a strong possibility that a well-known colored school in the South, close by one of the existing military training camps, will be selected. Because of its proximity to a military camp, Tuskegee Institute is seen as the most likely site for a Negro training unit.

At present no definite provisions other than that outlined above have been made for the training of colored youths. However, the bill was sent back to the house, where it is understood passage is a mere matter of routine.

former actions of the military affairs committee, which in the past has made no provisions for the specialized training of colored youth.

However, it is believed that such flyers as will be trained will be available only for the army and will not be assigned either the navy or the marine corps, which latter is administered by the Navy department.

Flyers In Haiti Ready For Hop Back To U. S.

Journal + Guide
4-29-39
Norfolk, Va.

Fine Recognition Given Them In Port-au-Prince

"Arrived 11:45 a. m. Met by Haitian officials.—WRIGHT."

That terse cable to the Journal and Guide, filed at Port-au-Prince, Haiti, Saturday by E. C. Wright, Philadelphia banker and passenger in the "Goodwill Spirit of the American Negro" plane piloted by C. Alfred Anderson, certified that the goal of the flyers had been reached.

Previously, on Wednesday, April 12, they had landed at Havana, Cuba, at 4:30 p. m., after negotiating the first overwater hop from Miami, Florida.

They landed at Port-au-Prince, capital of the Negro island republic, where a large crowd of Haitians, including governmental officials greeted them, following a takeoff from Santiago, Cuba, a 700-mile overland flight across the Cuban island from Havana.

IN HAITI 3 DAYS

A stay of three days in Haiti was included in the itinerary of the flyers as summarized by them while at Norfolk on Friday, April 7th.

According to their schedule, they were to leave Haiti early this week for the return flight to Philadelphia, with several stops to be nade in southern and midwestern cities not visited on the flight down.

They are planning to return to Philadelphia on Tuesday, April 25.

ONE PAPER FOUND

To date only one of the wrapper labels on five Journal and Guides dropped on the Hampton Institute campus on Saturday, April 8, by the flyers, accompanied by two Guide representatives, has been returned.

They entitled the finders to two pounds of genuine Haitian coffee with the compliments of the flight sponsors. Mrs. Madeline Foreman, a member of the Hampton faculty, retrieved one of the papers.

Hampton Institute officials explained that a high wind at the time of the flight blew other papers into Hampton Creek.

Goodwill Flyers In Tuskegee

Defender
4-29-39
Chicago, Ill

PHILADELPHIA, Pa., April 28—According to a dispatch from Emanuel C. Wright and C. Alfred Anderson, who are returning from their goodwill flight to Haiti, the flyers are expected to arrive here Friday.

After a final conference with President Stenio Vincent of the Republic of Haiti, the goodwill flyers left Port Au-Prince Wednesday, arrived in Cape Haiti Wednesday afternoon, reached Sandiego, Cuba, Thursday and Havana Friday where they were feted with a banquet. They arrived in Miami Saturday, Tallahassee, Sunday and were in Tuskegee Tuesday. From Tuskegee they go to Nashville and then home.

Pilot Anderson states that his plane, "The Goodwill Spirit of the American Negro" is doing a fine performance.

The Goodwill Flight

Journal + Guide
4-22-39
Norfolk, Va.

THE first flight by American Negroes to a foreign country became an accomplished fact last week with the arrival in Cuba, and later, in Haiti of the "Goodwill Spirit of the American Negro" plane piloted by C. Alfred Anderson and carrying as a passenger E. C. Wright, Philadelphia banker.

The sponsorship and purpose of the flight were fully detailed in our news columns last week. The moving spirit of the flight project is Major R. R. Wright, Sr., and the fact that at 83 years of age he is still envisioning and carrying out trail-blazing endeavors should serve as a challenge to those who rest on their laurels or have no incentive to achieve.

The flight, considered in relation to aviation feats generally, is not comparable to many others but it is notable in many respects. Not planned for record-making, but to create goodwill, inspire a renewed interest in aviation on the part of the Negro, dramatize the possibilities in Haitian-American commerce, and to demonstrate the ability of the Negro in a field in which he is still a comparative fledgling—the flight is truly historic. It cannot fail of any of its objectives.

Fight For Negro Pilots In Air Corps Gains Momentum; Pass Bill Banning Race Discrimination

Bell
4-30-39
Chicago, Ill

The first Congressional hurdle for the inclusion of civil aeronautics training at all colleges and otherwise for Negro air pilots, separate and apart from the recent provision in the National Defense program for service in the U. S. Army was won this week by Edgar G. Brown, president of the United Government Employees and Washington representative of the National Airmen's Association, headed by Cornelius Coffey, president, and one of the four licensed Negro commercial transport flyers in the country and civil aeronautics instructor at Harlem Flying field, Chicago, Illinois.

At the instance of the U. G. E. and the N. A. A., Congressman Everett McKinley Dirksen (Rep.) Illinois, introduced an amendment to H. R. 5619 granting $5,675,000 to the U. S. Civil Aeronautics Authority for training 15,000 civilian flyers this year. It was adopted by a vote of 71 to 52 and provided, "that in the administration of this act none of the benefits of training or programs shall be denied on account of race, creed or color."

Congressman Dirksen made an eloquent appeal to his colleagues, pointing out the contribution of the Negro soldier to valor and patriotism from the Revolutionary war through the 8th Illinois commanded by a Negro, Colonel John Marshall in the Spanish-American war—the World war—and their present allegiance to our democratic institution. Despite the opposition of Congressman Clarence F. Lea, (Dem.) California, chairman of Interstate and Foreign Commerce committee in charge of the bill, it won a final reading without a roll call. One of those conspicuous by his absence was Congressman Arthur W. Mitchell (Dem.) Illinois, despite the activity of his colleague, the Illinois Republican from downstate.

Congressman James Wolfedden (Rep.) Pennsylvania and Congressman John A. Martin (Dem.) Colorado, members of the Interstate Commerce Committee of the House of Representatives in charge of the measure on the floor were active and 100 per cent in their support.

Next fall Negro students who can pass the rigid physical examinations and with forty dollars extra registered at northern universities cannot now be discriminated against and Negro colleges which now have engineering schools and can provide flying fields such as Wilberforce, Howard, Tuskegee and Hampton Institutes will have their quota of future birdsmen of color under the U. S. Civil Aeronautics Authority.

The amendment sponsored by Congressman James Edward Van Zandt (Rep.) Penns., provided, "Five per cent of the students selected for training under the CAA shall be selected from applicants without a college education." This provision will assure Negro instructors now located at flying fields in New York, Indianapolis, Chicago, Washington, Philadelphia, and Los Angeles, an opportunity to receive financial aid from the Civil Aeronautics Authority for training a proportionate number of Negro youth within the five per cent and outside the college set-up.

Mr. Brown, in a statement to the press said, "We will do everything possible to keep these two amendments in the bill when it is considered by the U. S. Senate, and if possible get another million or so dollars added to the $5,675,000 now provided. We are confident of the President's signature when it goes to the White House."

"Goodwill" Flyers on Historic Trip to Nashville

It was "something new under the sun" for Nashville, when on Wednesday afternoon of this week, a colored pilot landed his plane at the Nashville Airport. It was the plane which, after making a never-to-be-forgotten journey to Cuba, Haiti and other points South stopped over in Nashville where its occupants were given a royal reception.

The flyers were greeted by a party of Nashvillians, headed by Dr. Henry Allen Boyd, chief sponsor of the idea of having the "Goodwill" plane visit this city.

In the above picture, left to right are Alfred C. Anderson, the pilot of the plane; Mr. E. C. Wright of Philadelphia, the director of the trip, seen shaking hands with Dr. Boyd; next are editor L. D. Williams of the Nashville Globe, Rev. S. H. Simpson, pastor of Greater St. John Baptist Church, George Clark and J. W. Lloyd, chauffeurs. Clark and Lloyd are happy in contemplation of getting a chance to fly the plane themselves.

A. Porter Davis Wins Trophy In Chicago NEXT MEETING WILL BE HELD IN K. C. K.

Dr. A. Porter Davis, Kansas City Aviator, who attended the meeting of the National Airmen's Association in Chicago Friday, Saturday and Sunday, returned to Kansas City Monday, August 28th, bringing with him the Dwight H. Green trophy awarded to Dr. Davis at the meeting for the greatest contribution to aviation among Negroes.

Dr. Davis flew to Chicago in his Porterfield Cabin Monoplane and was accompanied on the trip by Ernest Gayden.

The trophy won by Dr. Davis was exhibited at the Municipal Airport Tuesday afternoon at 3 o'clock and a number of persons interested in aviation were at the airport to see it.

The occasion was the first annual national air conference sponsored by the National Airmen's Association. A three-day meeting was held during which a national organization was formed, a constitution adopted, and officers elected.

The conference was the first of its kind ever held for Race flyers and attracted some of the nation's most outstanding pilots. As much emphasis was placed on the social phase of the program as on business to give the flyers an opportunity to become acquainted.

Dr. Davis was presented the Dwight Green trophy at a public meeting, which was the highlight of the conference at the Wabash Y. M. C. A.

12 Prizes Awarded

Prizes won by other flyers were presented at the same meeting by Mrs. Ann Spencer of Lynchburg, Va., mother of Chauncey E. Spencer, well known Chicago airman.

Recipients of prizes were Dr. C. E. Waldon, Flint, Mich., first to arrive for the conference by plane after midnight Thursday, Aug. 24; Abram D. Jackson, Erie, Pa., flyer coming longest distance by plane; Clinton Walker, Hamtramck, Mich., flyer coming next longest distance by plane; Perry H. Young, Lorain, Ohio, youngest pilot flying to conference; Abram D. Jackson, oldest pilot flying to conference; Cornelius Coffey, Chicago, for outstanding organizational work; Ernest Gayden, Kansas City, Kas., for pioneering in aviation mechanics; Chauncey Spencer and Dale White, Chicago, for outstanding flight of the year; George Allen, Latrobe, Pa., for greatest personal advancement during year; Eddie Washington, Blytheville, Arkansas, for pioneer work in his section of state; Miss Willa Brown, Chicago, for outstanding flight by aviatrix for year, and Mrs. Abram Jackson, only woman to fly to conference.

The name of the conference host. National Airmen's Association of America, was adopted by the conference as the name the name for the national organization, chapters of which are to be set up in various states by delegates who attended the Chicago meeting.

Officers of the national organization follow: Cornelius R. Coffey, Chicago, president; Clinton D. Walker, Hamtramck, Mich.; George Allen, Latrobe, Pa.; Dr. A. Porter Davis, Kansas City, Kas.; Perry H. Young, Lorain, Ohio; Joseph Gridder, West Virginia State College, Dale White, Chicago, and Pickens Black, Auvergne, Ark., vice presidents; Willa Brown, Chicago, secretary; Abram D. Jackson, Erie, Pa., and Dr. Coburn E. Waldon, Flint, Mich., assistant secretaries; Charles Johnson, Chicago, treasurer; Grover C. Nash, Chicago, sergeant-at-arms; Chauncey Spencer, Chicago, business manager; publicity director, Janet Waterford, Chicago; Edward Johnson, Chicago, historian, and Enoc P. Waters Jr. Chicago, advisor.

The conference adopted resolutions endorsing West Virginia State college as one of the sites for the training of Race flyers under the Civilian Pilot Training program of the Aeronautics Authority by the appointment of a program. The conference voted to accept completing work on a national setup during the 1940 meeting in Kansas City, Kans.

Other details in connection with the C. A. A. inspector, and the em-the invitation of Dr. Davis to holdup for Race airmen will be worked

"Goodwill" Flyers on Historic Trip to Nashville

It was "something new under the sun" for Nashville, when on Wednesday afternoon of this week, a colored pilot landed his plane at the Nashville Airport. It was the plane which, after making a never-to-be-forgotten journey to Cuba, Haiti and other points South stopped over in Nashville where its occu pants were given a royal reception.
The flyers were greeted by a party of Nashvillians, headed by Dr. Henry Allen Boyd, chief sponsor of the idea of having the "Goodwill" plane visit this city.
In the above picture, left to right are Alfred C. Anderson, the pilot of the plane; Mr. E. C. Wright of Philadelphia, the director of the trip, seen shaking hands with Dr. Boyd; next are editor L. D. Williams of the Nashville Globe, Rev. S. H. Simpson, pastor of Greater St. John Baptist Church, George Clark and J. W. Lloyd, chauffeurs. Clark and Lloyd are happy in contemplation of getting a chance to fly the plane themselves.

A. Porter Davis Wins Trophy In Chicago

NEXT MEETING WILL BE HELD IN K. C. K.

Dr. A. Forter Davis, Kansas City Aviator, who attended the meeting of the National Airmen's Association in Chicago Friday, Saturday and Sunday, returned to Kansas City Monday, August 28th, bringing with him the Dwight H. Green trophy awarded to Dr. Davis at the meeting for the greatest contribution to aviation among Negroes.

Dr. Davis flew to Chicago in his Porterfield Cabin Monoplane and was accompanied on the trip by Ernest Gayden.

The trophy won by Dr. Davis was exhibited at the Municipal Airport Tuesday afternoon at 3 o'clock and a number of persons interested in aviation were at the airport to see it.

The occasion was the first annual national air conference sponsored by the National Airmen's association. A three-day meeting was held during which a national organization was formed, a constitution adopted, and officers elected.

The conference was the first of its kind ever held for Race flyers and attracted some of the nation's most outstanding pilots. As much emphasis was placed on the social phase of the program as on business to give the flyers an opportunity to become acquainted.

Dr. Davis was presented the Dwight Green trophy at a public meeting, which was the highlight of the conference at the Wabash Y. M. C. A.

12 Prizes Awarded

Prizes won by other flyers were presented at the same meeting by Mrs. Ann Spencer of Lynchburg, Va., mother of Chauncey E. Spencer, well known Chicago airman.

Recipients of prizes were Dr. C. E. Waldon, Flint, Mich., first to arrive for the conference by plane after midnight Thursday, Aug. 24; Abram D. Jackson, Erie, Pa., flyer coming longest distance by plane; Clinton Walker, Hamtramck, Mich., flyer coming next longest distance by plane; Perry H. Young, Lorain, Ohio, youngest pilot flying to conference; Abram D. Jackson, oldest pilot flying to conference; Cornelius Coffey, Chicago, for outstanding organizational work; Ernest Gayden, Kansas City, Kas., for pioneering in aviation mechanics; Chauncey Spencer and Dale White, Chicago, for outstanding flight of the year; George Allen, Latrobe, Pa., for greatest personal advancement during year; Eddie Washington, Blytheville, Arkansas, for pioneer work in his section of state; Miss Willa Brown, Chicago, for outstanding flight by aviatrix for year, and Mrs. Abram Jackson, only woman to fly to conference.

The name of the conference host. National Airmen's Association of America, was adopted by the conference as the name the name for the national organization, chapters of which are to be set up in various states by delegates who attended the Chicago meeting.

Officers of the national organization follow: Cornelius R. Coffey, Chicago, president; Clinton D. Walker, Hamtramck, Mich.; George Allen, Latrobe, Pa.; Dr. A. Porter Davis, Kansas City, Kas.; Perry H. Young, Lorain, Ohio; Joseph Grider, West Virginia State College, Dale White, Chicago, and Pickens Black, Auvergne, Ark., vice presidents; Willa Brown, Chicago, secretary; Abram D. Jackson, Erie, Pa., and Dr. Coburn E. Waldon, Flint, Mich., assistant secretaries; Charles Johnson, Chicago, treasurer; Grover C. Nash, Chicago, sergeant-at-arms; Chauncey Spencer, Chicago, business manager; publicity director, Janet Waterford, Chicago; Edward Johnson, Chicago, historian, and Enoc P. Waters Jr. Chicago, advisor.

The conference adopted resolutions asking for the appointment of a program of Race flyers under the Civilian Aeronautics Authority program by the endorsing West Virginia State college as one of the sites for the training of Race airmen will be worked out during the conference voted to accept completing work on a national setup of Dr. Davis to hold up for Race airmen will be worked out during the ...a C. A. A. inspector, and the em-the invitation

CHARLESTON W VA MAIL
SATURDAY MAY 20 1939

PILOT TRAINING BILL AMENDED IN HOUSE, 71-53

No Benefits of Training in Administration of Civilian Pilot Training Bill Should Be Denied Because of Race, Creed or Color.

By LOUIS R. LAUTIER
Staff Correspondent

WASHINGTON, D. C., April 27.—Advocates of integration of colored personnel into all branches of the military establishment won another legislative victory last Wednesday when the House adopted an amendment to the civilian pilot training bill prohibiting racial discrimination in the administration of the measure.

The amendment was offered by Representative Everett M. Dirksen, Republican, of Illinois. Representative Clarence F. Lea, Democrat, of California, author of the bill, opposed it. The vote on the amendment was 71 to 53.

NO DENIAL BECAUSE OF RACE, CREED OR COLOR

The amendment provides that in the administration of the civilian pilot training measure "none of the benefits of training or programs shall be denied on account of race, creed, or color."

In offering the amendment Representative Dirksen explained that its purpose is very simple. "It seeks only to prevent discrimination in the administration of this act in order to make possible the benefits of this training and these programs to the Negroes of the United States," he said.

He referred to the provisions written into the Air Corps Expansion Act to give the benefits of aviation training with War Department equipment to colored persons and said the purpose of his amendment was similar.

RACE CITIZENS MOVED BY PATRIOTIC ARDOR

Citing the patriotic speeches which had been made on the floor of the House while the bill was under discussion, Mr. Dirksen told his colleagues that "the Negro citizenry of the country is moved by the same patriotic ardor and is possessed of the same aptitude in any field of national defense as anyone else." He said:

"Negro soldiers fought with General Braddock in 1775. There were three or four hundred Negroes in the Revolutionary Army. There were Negro soldiers in the War of 1812 and 17 Negroes received the Congressional Medal of Honor in the War of 1861.

"They made a splendid record in the Spanish-American War and in the World War. The Eighth Illinois Infantry did yeoman service in the Spanish-American War of 1898 and was commanded by a Negro colonel by the name of John Marshall.

OVER 350 NEGRO CIVILIAN PILOTS IN UNITED STATES

"There are today over 350 civilian pilots in the United States of America. Let no one say that the Negro has not an aptitude for flying the same as the members of any other race.

"In view of the fact that they constitute a very integral portion of the population of this country, certainly the Congress does not want to discriminate against them.

Move to Get Aviation School At Institute Made by College

Officials of West Virginia State college at Institute are pressing government officials to locate a recently authorized federal training school for Negro pilots at Institute in connection with Wertz field, Dr. John W. Davis, president, told the Daily Mail Saturday.

Location of the training school is expected before June 30, Dr. Davis said, and the college is bending every effort to have the Institute site named for the purpose. Establishment of the school was authorized several days ago in the passage of house bill No. 3791, Section 4, in response to the President's national defense program.

Enlist 300 to 400

Dr. Davis said he understood from authorities in Washington that the school, wherever it is established, will enlist between 300 and 400 young men for civilian flying training, that the government will contribute a faculty and considerable equipment, including planes, hangars and residence quarters. If located at Institute it would probably draw students from 18 states.

College officials are pointing out to government authorities that West Virginia State college is centrally located and in proximity to a growing airport, that the college is strongly equipped with a faculty well-trained in theoretical and practical sciences and that it has a strong trade and technical division.

Three Other Candidates

P. D. Koontz, president of West Virginia Airways, said his organization is actively interested in the establishment of the school at Institute and would do everything it could to take the school there.

Dr. Davis said there are at least three other active candidates for the school—Hampton college at Hampton, Va., Tuskeegee Institute at Tuskeegee, Ala., and Howard university at Washington, D. C. None of them, he said, has airport facilities as close as does West Virginia state.

ASKS CONGRESS FOR TEN MILLION DOLLARS TO TRAIN NEGRO PILOTS FOR AIR CORPS

(By The Associated Negro Press)

Washington, June 1.—Congressman J. Buell Snyder, (Dem.) Pennsylvania, chairman of the subcommittee of the House Appropriations committee in charge of the President's supplemental $200,000,000 National Defense program to buy 6000 airplanes, train air pilots and increase the enlistment in the U. S. Air Corps by 45,000, heard representatives leading Negro organizations and the Negro press on Friday, in behalf of a $10,000,000 special fund to carry on the authorization of Congress to train Negro air pilots for service in the U. S. Army as originally sponsored and successfully inserted in the National Defense legislation by Senator H. H. Schwartz, (Dem.) Wyoming.

For the first time in history, according to those long acquainted with such matters in the nation's capital, Senator Schwartz, a member of the military affairs committee of the upper body of Congress, headed a delegation to appear before a House appropriations committee and joined with J. Finley Wilson, grand exalted ruler of the Elks, Dr. Emmett J. Scott, former special assistant secretary of war, and Edgar G. Brown, president of the United Government Employes and Washington representative of the National Airmen's Association in urging the definite earmarking of one-tenth of the total funds for aviation development.

Senator Schwartz stated his interest was solely due to the fact he recognized this proposition as a matter of right and justice to the 12,000,000 colored American citizens. He made it clear he had no political motives, as there were few colored citizens among his constituency in Wyoming, but that few—about one thousand—he insisted upon every right for them which other Americans enjoyed.

AVIATION- 1939

Senate Passes Civilian Pilot Training Bill

Journal and Guide 6-24-39

Howard University To Participate In Program

6-24-39

WASHINGTON, D. C. — The Senate last Thursday passed the bill providing for the conduct by the Civil Aeronautics Authority of a civilian pilot-training program.

The bill carries out in part the recommendation of the President made first in his message of January 12 on national defense and again in a letter addressed to the House Appropriations Committee recommending an appropriation for this purpose.

Under the provisions of a committee amendment none of the benefits of training or programs shall be denied on account of race, creed or color in the administration of the ach.

The bill provides for the training in the next year of 15,000 civilian pilots between the ages of 18 and 25 years. This training will be accomplished either through the use of the facilities and personnel of the Authority or the use of colleges, universities, aviation schools and individual instructors.

The students will be drawn from all walks of life. An amendment provides that at least five per cent of the students selected for training from applicants must be other than college students The purpose of this amendment is to afford an opportunity to young men of suitable mechanical training and aptitude, who have not had college training, to qualify under this legislation.

Howard University is making efforts to participate in the program of civilian training, if differences between the House and Senate bills are reconciled and the measure is approved by the President.

The House passed a bill similar to the Senate measure on April 19. The Senate substituted its bill for the House measure. The House is expected to accept this Senate bill.

Training of Race Pilots Ignored in Appropriations

Journal and Guide 6-24-39

May Work Out Program Later For Training

Committee Asked For $10,000,000 For School Work

Norfolk, Va.

WASHINGTON, D. C.— The House Appropriations Committee failed to earmark for the training of colored personnel any part of the $292,695,547 in funds and contract authorizations it asked Congress last Monday to provide for air defense.

Enactment of the bill will increase the number of midshipmen allowed the District of Columbia at the Naval Academy from five to 15.

The reason advanced for passage of the bill is that the Distrcit of Columbia, which has a population of about 600,000 is not equitably represented at the Naval Academy when compared with states with a smaller population or with all of the states.

If this line of reasoning is followed further, the colored people on the basis of population would be entitled to about four of the increased quota of midshipmen the bill would give the District.

The cost a year for each of the additional midshipmen would be $1,694.75. As the new appointments would be spread over a four year period, the additional cost for the first year would be $5,084.25, the second year, $10,168.50; the third year, $13,558, and the fourth year, $16,947. This cost would be borne by taxpayers of all classes without regard to color.

181 Students Get Wings

SAN ANTONIO, Tex., Aug. 27. —The largest peace-time aviation class in the history of Kelly Field was graduated yesterday. Wing were awarded 181 student pilots.

Major Race Problems To Be Discussed At NAACP Session

Journal and Guide 6-24-39 Atlanta, Ga.

30th Meeting To Get Underway On June 27

WASHINGTON, D. C.—(SNS)—The civil air pilot training bill (H. R. 5619) passed the Senate last Friday. It guaranteed for the first time in the nation's history the same opportunities for colored youth as other Americans in aviation under Government supervision. This bill was called up by Senator Pat McCarran, (Dem.) Nevada, its author.

Robert H. Hinckley, chairman of the Civil Aeronautics Authority in Washington, assured Edgar G Brown, president of the United Government employees & Washington representative of the National Airmen's Association and active sponsors of the prohibition against discrimination on account of race, creed or color, there would definitely be set up with the beginning of the Fall college term at Wilberforce University, Howard University, Fisk University, Tuskegee, Hampton Institute or other Negro institutions of higher learning, the same opportunities as afforded at some 200 other universities throughout the country for training 15,000 pilots during the next year.

DIRKSEN INSERTS CLAUSE

The amendment, patterned after the non- discriminatory clause inserted seven years ago in the CCC bill by former Congressman DePriest which has been most effective in the administration of this great nation-wide conservation project, was inserted by the House three weeks ago through the able sponsorship of Congress Dirksen (Rep.) Illinois.

It was retained by the Senate on the recommendation of the Senate sub-committee headed by Senate Bennett Champ Clark (Dem.) Missouri. Other members of the committee were: Democrats, Senators George Radcliffe, Maryland; Vic Donahey, Ohio; Claude Pepper, Florida. John Lee, Oklahoma; Lester Hill, Alabama; and James M. Mead, N. Y. Republicans: Senators Charles L. L. McNary, Oregon; Arthur Vandenburg, Michigan; Ernest E. Gibson, Vermont and W. Warren Barbour, New Jersey.

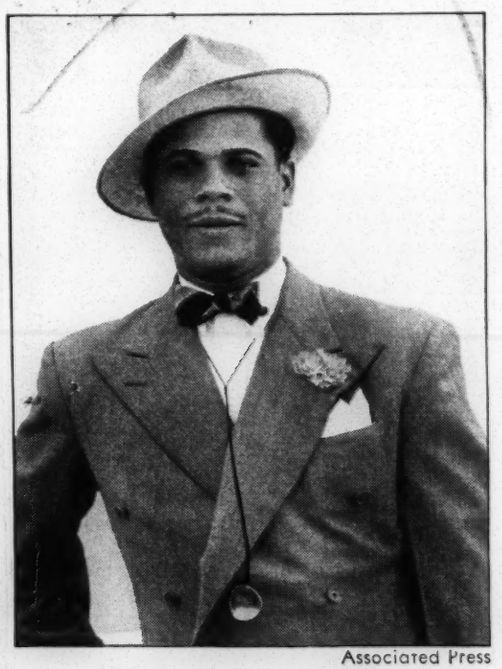
The Civil pilots training bill now goes to the President for his signaure, carrying $5,675,000 for expentiture in 1940 and providing that at least 5 per cent of those receiving instructions shall not be required to have a college education, as a result of an amendment by Congressman James M. Van Zandt, (Rep.) Pennsylvania, inserted by the House and retained by the Senate.

HAILED AS ADVANCE

"This is undoubtedy the most important recognition and advance for the Negro race which has been made possible by Congressional action in any field of modern life for many years," said Edgar B. Brown, president of the United Government Employees. Inc. "Colored youth is now assured a full opportunity on the basis of merit and not of color in this broad, new area of skilled jobs, as mechanics, radio operators, metallurgists, pilots and experts of every description.

"This has come, not after everyone else has got in on the ground floor, but at the same time as all others are admitted and on the same terms in aviation, the greatest of all future industries, under government sponsorship."

Most disgusted man in Harlem last week was **Hubert Fauntleroy** ("The Black Eagle") **Julian**, who once trained fliers for



Associated Press

HARLEM'S BLACK EAGLE
Disgusted.

Inma 6-26-39

Abyssinia's Emperor Haile Selassie. Because he could produce neither plane nor pilot's license (it has expired), the Civil Aeronautics Authority not only refused him a permit to fly the Atlantic but told him he would have to apply for a student's permit, like any beginner.

SAYS CONGRESSMEN REFUSE TO TRAIN COLORED AIRPILOTS

Only 43 Members Stand For Earmarking Sum Needed to Get Negroes Ready for War

WASHINGTON, D. C.—(Special)—"The first advance in the historic battle of the Negro for recognition in the U. S. Army Air Corps was temporarily halted in the House of Representatives last Thursday," said Edgar G. Brown, president of the United Government Employees, "when the Congress voted on a roll call 207 to 43 June 22, against the Ludlow (Congressman Louis) Ludlow (Dem., Indiana) amendment put in on the floor of the House Wednesday by a teller vote 89 to 83, earmarking $1,000,000 of the War Department's National Defense fund to be used to train Negro officers for the Air Corps of the U. S. Army."

In his statement to the press, Mr. Brown praised Congressman Louis Ludlow (Dem., Indiana); Everett Dirksen, (Rep., Illinois); Raymond S. McKeough (Dem., Illinois); D. Lane Powers (Rep., New Jersey); Albert J. Engel (Rep., Michigan); Hamilton Fish (Rep., New York), and the other thirty-eight members of the House of Representatives who spoke and voted for the amendment on the final vote Thursday.

The Congressional Record, June 21, 1939, page 10706 and the Congressional Record June 22, 1939, page 10865 reveal the names of those who failed to answer to their names.

The conspicuous absence and failure of Congressman Arthur Mitchell, (Dem., Illinois), the only Negro in Congress, was tragic and ironic on these two memorable days when 43 Congressmen battled against the bourbons and slanderers of democracy to secure something besides stevedores, scullions and ditch diggers places for colored youth in the Army and Navy of the U. S. $300,000,000 emergency program in times of peace.

In the course of the debate on the floor of Congress Thomason (Dem., Texas), asked, "If you are going to include Negroes, why not set aside so much for the Mexicans and the Jews and the Scotch and some of Swedes." There was no one to answer this unfair statement.

No one but a Negro and a northern Democrat could have saved the day after the prejudiced and death-dealing oratorical bombshell on the floors by the race purist and former N. Y. Republican Senator and former chairman of the powerful Military Affairs Committee, Congressman James W. Wadsworth, he appealed to the Republican members to go slow and to those other member steeped in Negrophobia by declaring the result of giving the Negro $1,000,000 of the $8,000,000 for training in the U. S. Air Corps and a chance to be officers as every pilot in the U. S. Air Corps must be, would be a dangerous precedent and next year, the Congress would see 15,000,000 Negroes in America rising up as one man to demand one-eighth of the cadets at West Point, one-eighth of cadets at the Naval Academy. one-eighth of the officers of the U. S. Army. Navy and Air Corps, ad infinitum. It caused a wave of hysteria and race feeling in the Congress only witnessed during the perennial anti-lynching bill debates on the floor of the House and filibusters in the Senate.

The result of Congressman Wadsworth's speech was to cause a hurried adjournment on Wednesday. Before Thursday morning there were an avalanche of base appeals against the big bad wolf of Negro domination such as no one living outside of Washington could fully comprehend.

The wonder of it is that 43 Congressmen still would even stand up before the eyes of their 207 colleagues and be counted by Speaker as one hundred per cent for the Negro's right to be trained in the U. S. Air Corps to fight and die if need be for Old Glory and the preservation of a democracy he yet hopes and prays to enjoy for his children.

"The Race can be assured," said Mr. Brown, "the fight has just begun and as the $300,000,000 War Department appropriation now goes on to the Senate from the House, the United Government Employees, the Elks, Veteran groups, Negro press and National Airmen's Association will again insist on earmarking not only a million but $10,000,000 for the training of Negro officers in the U. S. Air Corps.

Something of the national purport of this matter as it reflects the attitude of Negro leadership is exidenced in this telegram sent by Hon. Herbert T. Delaney, Tax Commissioner of New York City to Congressman Wadsworth when informed by Dr. J. Finley Wilson and Mr. Brown of the Congressman's opposition:

"Hon. James W. Wadsworth,
"Congressman from New York State,
"House Office Building,
"Washington, D. C.

Just informed by Washington office Grand Lodge Independent, Benevolent, Protective Order of Elks of the World that you were opposing the Ludlow amendment earmarking funds for colored aviators. The Republican Party has in the past eight years successfully succeeded in alienating millions of Negro votes by reason of this stupid attitude toward Negro citizens. As Director of Civil Liberties of Eastern Seaboard of the Elks and in behalf of 30,000 loyal Elks in New York State alone, I wish to inform you that if your vote is adverse to the interest of Negroes the Elks will not fail to let it be known during the election of 1940.

Signed: Herbert T. Delaney,
Tax Commissioner of New York."

EARMARK ONE MILLION TO TRAIN FLYERS

School Sites to Be Named Later

Acceptance of colored civil air pilots under the Civil training program of the Civil Aeronautic authority was assured this week when on Friday President Roosevelt signed the third deficiency appropriations bill. The bill sets aside $1,000,000 for training of Negro aviators.

The earmarking of these funds marks the conclusion of a long and bitterly waged fight to include Negro pilots in the government's large-scale training program. It was led by Edgar G. Brown, national president of the United Government Employes, Inc., and Washington representative for the National Airmen's association.

Brown Writes Authority

Brown in a letter to the U. S. Civil Aeronautics authority in Washington, stated that Congress had definitely appropriated and granted the request made by Senator H. H. Schwartz and the U. G. E. organization for $1,000,000 to train colored air pilots in colleges located nearby modern air ports and at flying fields.

This training will also include five per cent of those without previous college training. Brown pointed out that the third deficiency appropriation signed by President Roosevelt Friday, contained an appropriation of $4,000,000 for 1940, just $1,000,000 more than in the original bill when presented by Congress.

Agree on $4,000,000

"It is quite obvious," said the U. G. E. spokesman, "that the Senate marked up the bill from $3,000,000 as allowed when it passed the House of Representatives to $5,675,000. Then in conference the senate and house conferees finally agreed and approved $4,000,000 which is now law.

Senators H. H. Schwartz, (Dem.) Wyoming, has led the fight for the federal law authorizing the first participation of colored youth in the nation's air training and National Defense program.

On Aug. 3, two days before Congress adjourned. Senator Schwartz appeared before the Senate appropriation committee after Brown had come before the body asking that $1,000,000 be added to the $3,000,000 already voted for the civil program.

$1,000,000 Included in Measure

These requests were granted and the earmarking of $1,000,000 for the training of colored pilots was included in the deficiency appropriation. Unable to secure an earmarking of funds in the army air training bill, a stipulation relating specifically to the training of colored flyers was written into the deficiency measure as a safeguard against discrimination.

The program is to go into effect in the fall for those having two years of college credits. Several score others will be included in the five per cent quota not required to have college training, Brown pointed out.

Selections of the schools offering this special training will be left to the Civil Aeronautics authority which controls aviation.

Julian's Offer Goes Into A Tailspin

Almost as ceremoniously as his widely heralded Harlem-Ethiopia airplane flight ended in the Harlem river several years ago, the reported offer of Col. Hubert Fauntleroy Julian, self-styled "Black Eagle of Harlem", to settle the Father Divine suit went into a tailspin this week when the jaunty colonel canceled his magnanimous offer. He told reporters that since publication of the offer he had received calls from 20 people who want their gifts to Divine Heavens returned. The sum would run into $50,000—which the Eagle seemed to think excessive. He is pictured here with Mrs. Julian, at left, and a friend, Mrs. Lonnie Williams, as he arrived at the New York Supreme Court to make the withdrawal.

Aviator Cancels Big Offer

NEW YORK—(A N P)—Almost as unceremoniously as his widely-heralded Harlem-to-Ethiopia, non-stop airplane flight ended in the Harlem river several years ago, the reported offer of Col. Hubert Fauntleroy Julian, self-styled "Black Eagle of Harlem," to settle the Father Divine suit went into a tail-spin this week when the jaunty colonel canceled his magnanimous offer.

Julian offered to settle for a reported sum of $12,000, the suit of a former divine "angel," Mrs. Verinda Brown, who is seeking to recover $6,500 and costs, and to place the Divine string of "heavens" in receivership. Mrs. Brown is suing in behalf of herself and several other disgruntled "angles."

One of the main questions to be determined in the suit, lawyers say is to decide just what kind of trust, if any, is constituted in the huge real estate investments of Divine's peace mission movement.

Some attorneys foresee a long trial which may lead to the U. S. Supreme court. Justice Benedict E. Dineen of the New York Supreme court is now hearing the case.

Julian gave as his reason for withdrawing his offer the fact that more than a score of persons had come to him claiming they had contributed various sums to Divine and wanted their money back. He said:

"My conscience would not allow me to pay one claim unless I paid them all. Sadly, that is impossible."

West Virginia State Pioneer Flying Squad

Left to right: George E. Dan... ache, class of '40, Chicago; Boss... '40, Dayton, Ohio; L. D. Davis... '43, Ilehue, W. Va.; Benjamin E... Jackson, '43; Charleston, W. Va.; ... Edward L. Wilson, '43, Chicago; ... Marshall I. Fields, '41, squad...

leader, Pittsburgh, Pa.; Ros... Agnes Rolls, '40, Fairmont, W... Va.; W. Vashon Eagleson, '43... Durham, N. C.; Hector C... Strong, '42, Memphis, Tenn. Not... shown is Lloyd S. Hatchcock, '41, of Dayton.

The pioneer student flying squad being trained for ... pilot service at the West ... Virginia State college. ... W. Va. West Virginia was one of the two colleges first selected as a center for aviation training.

Approve 2 Negro Air Pilot Training Schools

CHICAGO, Dec.—Two schools for the training of Negro air pilots in Chicago, were approved last week by Civil Authority officials in Washington.

The schools will have a complement of Negro flying instructors and will open January 15, 1940.

At the Harlem Airport, Cornelius R. Coffey, president of the National Airmen's Association, will be in charge of CAA's school, where a number of young men and women, with or without college training will be eligible for instruction.

Edgar G. Brown, president of the United Government Employees, Inc., aided in development of the plans.

Julian's Offer Goes Into A Tailspin

Almost as ceremoniously as his widely heralded Harlem-Ethiopia airplane flight ended in the Harlem river several years ago, the reported offer of Col. Hubert Faunleroy Julian, self-styled "Black Eagle of Harlem", to settle the Father Divine suit went into a tailspin this week when the jaunty colonel canceled his magnanimous offer. He told reporters that since publication of the offer he had received calls from 20 people who want their gifts to Divine Heavens returned. The sum would run into $50,000—which the Eagle seemed to think excessive. He is pictured here with Mrs. Julian, at left, and a friend, Mrs. Lonnie Williams, as he arrived at the New York Supreme Court to make the withdrawal.

Aviator Cancels Big Offer

NEW YORK—(A N P)—Almost as unceremoniously as his widely-heralded Harlem-to-Ethiopia, non-stop airplane flight ended in the Harlem river several years ago, the reported offer of Col. Hubert Fauntleroy Julian, self-styled "Black Eagle of Harlem," to settle the Father Divine suit went into a tail-spin this week when the jaunty colonel canceled his magnanimous offer.

Julian offered to settle for a reported sum of $12,000, the suit of a former divine "angel," Mrs. Verinda Brown, who is seeking to recover $6,500 and costs, and to place the Divine string of "heavens" in receivership. Mrs. Brown is suing in behalf of herself and several other disgruntled "angles."

One of the main questions to be determined in the suit, lawyers say is to decide just what kind of trust, if any, is constituted in the huge real estate investments of Divine's peace mission movement.

Some attorneys foresee a long trial which may lead to the U. S. Supreme court. Justice Benedict E. Dineen of the New York Supreme court is now hearing the case.

Julian gave as his reason for withdrawing his offer the fact that more than a score of persons had come to him claiming they had contributed various sums to Divine and wanted their money back. He said:

"My conscience would not allow me to pay one claim unless I paid them all. Sadly, that is impossible."

West Virginia State Pioneer Flying Squad

Left to right: George L. Dan[illegible] ache, class of '40, Detroit, Mich.; Boss[illegible] 40, Dayton, Ohio; L. D. Davis '43, Hehue, W. Va.; Ralph E. Jackson, '43; Charleston, W. Va.; Edward L. Wilson, '43, Chicago; Marshall I. Fields, '41, squad

The pioneer student flying squad being trained for [illegible] pilot service at the West Virginia State college institute, W. Va. West Virginia was one of the two colleges first selected as a center for aviation

leader, Pittsburgh, Pa.; Ros[illegible] Agnes Rolls, '40, Fairmont, W Va.; W. Vashon Eagleson, '43 Durham, N. C.; Hector C Strong, '42, Memphis, Tenn. Not shown is Lloyd S. Hazelhoot '41 of Dayton

Approve 2 Negro Air Pilot Training Schools

CHICAGO, Dec.—Two schools for the training of Negro air pilots in Chicago, were approved last week by Civil Authority officials in Washington.

The schools will have a complement of Negro flying instructors and will open January 15, 1940.

At the Harlem Airport, Cornelius R. Coffey, president of the National Airmen's Association, will be in charge of CAA's school, where a limited number of young men and women, with or without college training will be eligible for instruction.

Edgar G. Brown, president of the United Government Employees, Inc., aided in development of the plans

She's First Coed To Fly

Leading Weekly 12-7-39 Albany Ga.

Miss Rose Agnes Rolls, who as the sole woman student enrolled in the pilot training program being jointly sponsored by the NYA and CAA in ten Negro colleges, has the distinction of being the first coed of her race to fly. She is a student at West Virginia State College, Institute. (Holt photo.)

First Student Flying Squad Takes To Air

Leading Weekly 12-7-39 Albany Ga.

—INSTITUTE, W. Va.—(SNS)—With the unobstrusive efficiency of modern scientific method West Virginia State College again set precedent by putting the first unit of Civil Aeronautics Authority students of our group into the air.

There are ten students, one girl and nine men in this unit. Rose Agnes Rolls placed her name in aviation history as the first girl of the race to make a CAA pilot training flight. She is a senior in department of Business Administration and prominent in college dramatics.

These events were inaugurated at the Wertz Field Airport adjoining the college campus last Saturday, when James C. Evans, director of trade and technical education at the West Virginia State College, stepped into the training monoplane for the initial flight with the flight instructor. Then each of the ten students spent thirty minutes in the air on dual control.

The CAA program calls for fifty hours in the air with seventy-two hours of ground school work. Seventeen is the least number of hours before a CAA student can fly solo. The course will run throughout the school year.

The college is also offering courses in aeronautics in the regular curriculum and in conjunction with its NYA resident training project.

AVIATION- 1939

HOUSE REFUSES TO EAR MARK MILLION FOR NEGRO AIRMEN

Call 6-23-39

WASHINGTON.—(ANP)— Obstacles impeding the spirited plan to train and commission colored army aviators were related here this week by Edgar G. Brown, president, United Government employes and Washington representatives of the National Airmen's association.

He said, "The first advance in the historic battle of the Negro race for recognition in the U. S. army air corps was temporarily halted last Thursday in the House of Representatives, when the congress voted on a roll call, 207 to 43, against the Ludlow amendment.

The amendment was put in on the floor of the house on Wednesday by a teller vote, 89 to 83, earmarking $1,000,000 of the War department's national defense fund as recomemnded by the president setting it aside for materials and personnel to be used exclusively to train Negro officers for the air corps of the U. S. army."

Brown praised Congressman Louis Ludlow (Dem.) Indiana: Everett Dirksen (Rep.) Illinois; Raymond S. McKeough (Dem.) Illinois; D. Lane Powers (Rep.) New Jersey; Albert J. Engel (Rep.) Michigan; Hamilton Fish (Rep.) New York and the other 38 members of the house of representatives who spoke and voted for the amendment or the final vote Thursday.

Brown declared the conspicuous absence and failure of Congressman Arthur W. Mitchell, (Dem.) Illinois ironic on these two memorable days the only Negro in congress, was when 43 congressmen battled against the bourbons and slanderers of democracy to secure something besides stevedores, scullions and ditch diggers places for colored youth in the army and navy of the U. S. $300,000,000 emergency program.

In the course of the debate on the floor of congress. Congressman Thomason (Dem.) Texas, asked, "If you are going to include the Negroes, why not set aside so much for the Mexicans and the Jews and the Scotch and some of us Swedes." There was no one to answer this unfair statement.

Congressman Wadsworth appealed to the members to go slow, declaring the result of giving the Negro $1,000,000 of the $8,000,000 for training in the U. S. air corps and a chance to be officers as every pilot in the U. S. air corps must be, would be a dangerous precedent and next year, the congress would see 15,000,000 in America rising up as one man to demand one-eighth of the cadets at the Naval academy, one-eighth of the officers of the U. S. army, navy and air corps, ad infinitum.

Result of Congressman Wadsworth's speech was to cause a hurried adjournment on Wednesday. Before Thursday morning there were an avalanche of base appeals against the big bad wolf of Negro domination such as no one living outside of Washington could fully comprehend.

"The race can be assured," said Brown, "the fight has just begun and as the $300,000,000 War department appropriation now goes on to the Senate from the House, the United Government employes, the Elks, Veteran groups, Negro press and National Airmen's association will again insist on earmarking not only a million but $10,000,000 for the training of Negro officers in the U. S. air corps."

House Refuses $1,000,000 To Be Used For Training Negro Air Corps Officers

Philadelphia Pa. 6-29-39

WASHINGTON, D. C.—The ear-marking of $1,000,000 of the War Department's National Defense fund, to be used exclusively to train Negro officers for the air corps of the U. S. army, was rescinded last Thursday in the House of Representatives by a vote of 207 to 43.

Leading the fight against setting aside the fund was Congressman James W. Wadsworth, of New York.

The $1,000,000 had been earmarked the day before by a teller vote of 89 to 83, on a motion by Congressman Louis Ludlow (D-Indiana).

Appeals to Prejudice

Congressman Wadsworth told the House members that if the Negro was allotted one-eighth of the fund for an air corps, a dangerous precedent would be created.

"The Congress will see," he argued, "15,000,000 Negroes in America rising up as one man to demand one-eighth of the cadets at West Point, one-eighth of the cadets at the Naval Academy, one-eighth of the officers of the U. S. Army, Navy and Air Corps, ad infinitum."

This appeal to race prejudice caused a hurried adjournment on Wednesday, with the resultant vote on the next day.

J. FINLEY WILSON SEEKS NEGRO AIR-TRAINING BASE

WASHINGTON, D. C., July 6 —(Amal.)—When J. Finley Wilson, grand exalted ruler of colored Elks, appeared before the Committee on Appropriations of the U. S. House of Representatives on May 26, 1939, for the Civil Liberties Committee of his organization in behalf of ear-marking $10,000,000 for establishing a base for training Negro air pilots for service in the United States Air Corps as authorized by the National Defense Act already passed by Congress and signed by the President, he said:

"I was almost moved to tears this morning when reading of the fatal submarine disaster at Portsmouth, but when I looked at the New York News and saw on the front page a second picture which looked like a Japanese, maybe a Filipino, I began wondering; I do not bring any indictment against the young man, or his race; I do not have any prejudice, but it started me wondering if somebody knew something about the Tokio-Berlin-Rome axis and possible sabotage. Was that the cause of having these 26 loyal, patriotic Americans go to an untimely death?"

Mr. Wilson was the first American citizen to given open expression to the fear that the destruction of the Squalus was due to sabotage.

The loss of the Squalus was followed within a month by the loss of the Thetis, English submarine, and the Phenix, French submarine, occasioned similar expressions in high official circles.

Senator David I. Walsh, of Massachusetts, chairman of the Senate Naval Affairs committee, in commenting, said: "The fact that another submarine has gone down naturally prompts the inquiry if these are more than a coincidence."

Senator Guy M. Gillette, Democrat, of Iowa, who is a committee member, said that it was "too unusual to be a coincidence that three submarines of powers that are associated together in the European mind should meet disaster within a few weeks."

The Iowan pointed out that the series of disasters all involved powerful new submarines "of the better and most modern type."

This week Henry Ford, automobile manufacturer, has intimated the same fear. He said, "I believe these three submarine disasters were caused by sabotage." Mr. Ford added, "It is all a scheme by financial war makers to get this country into war."

Mr. Wilson in giving expression to his thought in the matter was pleading for the recognition of colored men in all arms of Army Service and pledged that in the future as in the past no more loyal element could be depended upon than colored Americans.

We Want Equality In Air Service

Journal and Guide

THE nation is training airplane pilots. It apparently anticipates a need for a considerable reserve of civilian pilots in event of armed conflict. However, it is training only white pilots and practically no attention is being paid to the potential Negro civilian aviator for one reason or another.

There are two theories about this neglect of the colored youth in the program of aviation training for civilians. One group contends that there is a deliberate system of discrimination designed to limit the opportunity of the Negro in the air service. Similar systematic discrimination has restricted his advancement in the Army and has absolutely prevented any participation in the program of the Navy higher than that of the chief petty

officer.

The other group, led by C. Alfred Anderson, capable and well-informed ace of Negro pilots, believes that negligence and lethargy on the part of Negro schools is most to blame for the fact that the Negro is gradually being shut out of the air training program sponsored by the Civil Aeronautics Authority. Mr. Anderson believes that if Negro students formed flying clubs, and Negro college administrators would follow up this first step and earnestly seek after flying schools for their colleges, Negro youths would be given air training under the new plan and would be prepared to participate in the rapidly broadening sphere of air service, peacetime and wartime.

Perhaps both arguments have merit. At any rate, there will be 12,000,000 black Americans who must be defended when and if this nation needs defense. It is not fair to our white brethren that they alone should enjoy the "privilege" of facing the guns on land, on sea and in the air, while Negro Americans bask in the relatively safe places consigned to labor battalions in the Army, mess attendants in the Navy, and the hangar porters in the Air Corps. 'Tis less dangerous but not much fun.

Then, too, our last war experience showed us that when Uncle Sam gets pushed he'll call on his black citizens to do some real fighting. If we aren't trained, we'll be killed off a lot faster than the trained young men are.

Our youths need aviation training. A way must be found to get it for them. A splendid idea is to write your congressman today and ask that he see to it that guarantees of equitable Negro participation be written into any appropriations for aviation expansion. A bill authorizing expenditures amounting to $292,695,547 for air defense was recently sent to Congress by the house appropriations committee. It failed to provide safeguards for the Negro.

Ask your congressman to protect your interests in this vital matter.

"Special" Legislation

The refusal of Congress to earmark for Negroes some of the millions of dollars it is appropriating for training aviators raises a question. There is no denying that designating any part of that money for Negroes would have been special legislation contrary to the spirit of the Constitution. But back comes the practical observation that without this special direction, Negroes will get none, which is violation of the Constitution in act, and not merely in words.

Separate schools and other segregated facilities for Negroes are a detour away from the main road of equal treatment for all citizens. Having been carried on these many years, it serves no purpose to discuss whether they should ever have been. But it is to the point to decide now whether the same policy fits present conditions. For instance, is the earmarking requested the better way to get Negroes trained for flying, or should emphasis be laid upon the duty of the war department to do away with all discrimination.

Tomorrow, next month, next year maybe, and sometime surely the United States will be at war, with every man in its borders needed. Administration after administration, regardless of party, has followed the same procedure, namely to admit as few Negroes as possible, to army and navy and then only to limited service. Asiatics were on the dirigible that went down in the Pacific, but no Negroes! American race prejudice is just that insistent and unreasonable!

But the problem remains the same—can we get rid of segregation by asking for special consideration. We are no Solomon and have not the answer. But this we know that if we once ask special legislation, we have forfeited our right to object when someone else asks it. If we ask it when it works to our advantage, our enemies follow the same principle when they impose it to our disadvantage.

Negro Aeronauts

THE plan to set up at least one training school for Negro aeronauts, where our young men would be trained as air pilots for the United States government, seems to have hit a snag, and as a result, Congress has not as yet earmarked funds for such a school. The fact that no provisions have yet been made for the training of Negro aeronauts, while whites are already in training in keeping with the national defense program, is not nearly so painful to the Negro as it is shameful to the nation that refuses to consider the worthwhileness of Negro citizens for such important a post as that of an army air pilot. And while the Negro is a bit disappointed in being denied an opportunity to lend his services to his country in that important branch of its defense, we fear that his disappointment will never be equal to the chagrin this country will experience over its prejudicial stand on the matter.

Of course, there is no reason why Negroes should be denied the right and the opportunity to participate in all branches of our national defense program. But since we are accustomed to such treatment, we still retain our good citizenship and desire to remain loyal to the only place on the globe that we can rightfully call our home. Nevertheless, we must become more actively interested in the part we should play in our country's great programs, rather than to so easily acquiesce in whatever the whites propose to us. Already we have too little to do in the government of our country. That is not wholly our fault, but it is reasonable to believe that when we become more actively interested, we will eventually enjoy a greater share of responsibility. We must become more insistent upon being more than burden bearers and hewers of wood and drawers of water.

Evidently, we are left out of the larger scheme of things because of a fear on the part of the prejudiced and the envious that we might "steal the show," should we be given full opportunities as are other citizens. The time for such narrowness is past, and we must be given our rightful place and opportunity to do those things for which we are capable. We can become as expert air pilots as we are loyal citizens, and this nation must not longer forbid its Negro citizens the chance to do the things we are capable of.

FEW COLLEGES BID FOR AIR PILOT SCHOOLS

Million Dollar Fund Is Sufficient For 30 Universities

WASHINGTON, Sept. 1—A spokesman of the U. S. Civil Aeronautics Authority, after a long distance call to Chairman Hinckley in California, advised Edgar G. Brown, president of the United Government Employees, Inc., in Washington, today, that he personally intended to see to the training of Race air pilots in the colleges this fall.

The CAA program provides $4,000,000 for training pilots, of which $1,000,000 was put in by Congress at the instance of Senator H. H. Schwartz (Dem.), Wyoming, the sponsor of the C.A.A. Race campaign.

Mr. Brown, in a statement to the press emphasized the fact that funds are available for air pilot training under the government program for more than 30 colleges, and so far, only half that number have applied to train the 10,000 pilots.

The date for receiving applications from universities with available flying fields nearby has been advanced from September 5 to 15 by the CAA authorities due to the delay caused by the vacationing of

AVIATION - 1939

N.Y.A. Gives Opportunity For Training In Aviation

The future of many of the young people of today will be closely linked with that of the Aviation Industries. Upon the expansion of commercial aviation will hinge job opportunities for youth directly and in industries which may develope as a result of the increased use of air craft as a means of transportation. Moreover, the activeness of aviation units as part of our national defense may have an important bearing on the lives of citizens of tomorrow. It happens that the National Youth Administration, an agency concerned with the life of young people, should be interested in an industry which will play as important a role in our future life as a nation as will aviation.

Since this opportunity has been offered Negro youth through the medium of the National Youth Administration it behooves our youth to avail themselves of the opportunity offered to learn the fundamental mechanics of aviation work. It has been definitely assured that if 25 or more youth, between the ages of 18 and 24 years old, are interested in taking up this training and will apply at 3035 Bell Avenue and see Mr. James L. Russell, Director of Negro Affairs for the National Youth Administration of Missouri, between 9 a.m. and 4 p.m. These youth should be high school graduates and must be interested, mechanical minded, and who can qualify for the National Youth Administration program.

"Through its program of exploratory work experience and related instruction, the NYA is helping young people to determine their abilities in aviation mechanics, air craft construction, airport operation, and related occupations.

Hampton Named Third Aviation School

Tribune — 9-28-39

WASHINGTON, Sept. (ANP)— Hampton Institute was the third colored school named by the Civil Aeronautics Authority for the training of Negro aviators. The announcement was made late Monday and it is expected that other colored schools will be named subsequently.

Many Want To Get Into Country's Air Service

WEST VIRGINIA STATE COLLEGE BEING FLOODED WITH APPICATIONS

Institute, W. Va... Sept. 14—Young men throughout West Virginia and many other states are manifesting great interest in securing applications for the civilian pilot training program recently approved by the Civil Aeronautics Authority for West Virginia State College. Director J. C. Evans of the Trade and Technical Division of the college is serving as the laison officer to coordinat eth erelations between the college. th eflight operator and the C. A. A. Applications are being forwarded for young men bqwen the ages of eighteen and twenty-five as rapidly as requested.

All students interested in this program will receive in the class room or workshop seventy-two hours of "ground" instruction and thirty-five to fifty hours of flying instruction at Wertz Field which adjoins the college grounds. The C. A. A. will pay the college $20.00 a student for ground school instruction and th eoperato rof th eflying school from $27.00 to $29.00 for each student receiving flying training. The college will charge each student a laboratory fee of $40.00.

Every effort is being exercised by the college to secure qualified students for pilot training. Preference is being given to young men who have to their credit at least one year of college work and much stress is being given by the college physician to the requirements of the C. A. A. in physical fitness. President John W. Davis has indicated that all efforts of the college point to the C. A .A. objective which is to train safely and adequpately a large group of young men who give promise of interest in and ability to continue flying activities as private pilots.

COLLEGE GETS BOMBING PLANE FOR AIR COURSE

Call 9-29-39 Journal

INSTITUTE, W. Va. — A low-wing, all metal, bombing plane has been placed at the West Virginia State college for use in connection with the ground training of students in aviation. The plane is a Curtiss Attack Bomber, low wing, wire braced, monoplane with Curtiss V engine rated at 600 horsepower.

The Civilian Pilot Training program recently authorized by the Civil Aeronautics Authority is rapidly taking form. Applications are being received from all sections of the country and actual instruction is to begin early in October.

The bombing plane was received from the War department through the assistance of Mrs. M. M. Bethune and other officials of the National Youth Administration.

The Pilot-Training Program

WEST Virginia State College and A. and T. College at Greensboro, N. C., are to be congratulated on being among 220 colleges chosen for participation in the Civil Aeronautics Authority's pilot-training program to be financed with a congressional appropriation of $5,675,000.

President John W. Davis of West Virginia State lobbied successfully in Washington for inclusion of his institution and Negroes generally in the program. Similar strong efforts were made by President F. D. Bluford of A. and T. College, and by the executives of several other colored colleges, several of whom may yet be certified for the aviation program work.

If war comes for this country, great losses of combat planes and personnel is expected. That makes absolutely essential the creation of a reservoir of pilots. The participation of our group in this branch of the armed service, from which it has been barred, seems more likely to become a reality now. The work of such flying enthusiasts as Dr. A. E. Forsythe, Alfred Anderson, John Robinson, and Miss Willa Beatrice Brown, secretary of the National Airmen's Association, to create a greater interest in flying among Negroes will also show increasing results. To them and other pioneers of our race a great deal of credit is due.

FORMER ATLANTA U. STUDENT IN FRENCH AIR BATTALION

Tribune 12-9-39

ATLANTA.—Harry Mery, alay. A graduate of the Univernative of Guadeloupe, Frenchsity of Paris, Mery was awarded West Indies, former Atlanta U.the diploma of superior studies student, who was graduated ex-by this institution before leavchange student from a Frenching for the front. His thesis, university to be enrolled in aon the life of James Weldon Negro university in this coun-Johnson, was written under the try, is a member of the firstdirection of Dr. Mercer Cook. company of the 107th Air Battalion in the French army, it was learned, this week.

He is stationed at Villacoub-

AIR SCHOOL TRAINING NOT TO MAKE MILITARY FLYERS, SAYS COMMERCE OFFICIAL

Students Learning How to Fly at 300 Colleges Will Get Private Pilot's License, Not Army License

WASHINGTON.—(ANP)— Despite high hopes and much talk, Negroes have not yet been admitted to the army flying corps! The recent "crumbs from Lazarus" over which much commotion has been raised does not give Negroes much hope of becoming military pilots, if the words of David Sayre of the department of commerce are to be taken as indicative of the whole plan—and Mr. Sayre is in a position to know.

To stimulate interest in flying increase that use of private planes and form a pool of partially trained private pilots are the aims of the vocational training courses in aviation to be given by the Civil Aeronautic authority at three Negro schools already designated as training centers.

Postively not to be confused with a similar course the army is projecting for its cadets, the CAA course will lead to a private pilot's license and at the end of the first year of training give the Negro race five or six times as many licensed pilots as there now in the United States.

To date the department of commerce records show 41 licensed pilots, not including amateur pilots, listed as Negroes. How many of these will have the necessary 200 hours flying to qualify for a military pilot's rank is unknown.

Even if the courses were continued beyond the first year at the rate of flying instruction, it would take six years for a student to qualify as a military pilot on the 35 flying hour basis.

"In making the statement that the students get 72 hours of theoretical ground work and 35 hours of flying," Mr. Sayre said, "you are essentially correct. This course is costing the government $300 per man more than has ever before been spent in training flyers, unless they were in the army.

"There are no strings attached to this course and a man is free to utilize his training in any way he sees fit. However, every man must take the examination similar to that given to army flyers.

"Upon completion of the course the man is granted his license and is not signed up in the reserve.

"The objectives of this training course are two fold." Mr. Sayre continued. "First, to create a large body of flyers in the country who are to serve as a pool of partly trained personnel in the time of war. When I say partially trained men, I refer to the army regulations which require 200 hours of flying to make a man a military pilot. In the first 35 hours of flying, it will be determined whether the students have the makings of a pilot. All the fundamentals of flying are embraced in this course which was designed to follow a safe ideal method as far as we could ascertain.

"The second objective has to do with stimulating the general use of private planes, by giving people this training.

"At the present time in the United States there are 26,000 licensed pilots. In the first year of the course, we are going to train 11,000 pilots instead of the 20,000 originally scheduled.

"It was thought best to reduce the number to 11,000 in order to find out if the plan is practical and what can be done in the way of finding out the effects of teaching folk to fly.

"To this end, a research unit has been set up which will carefully consider all students and keep check on their work to determine their ability as pilots. We will take into account ages, place of birth, previous training, race, and incidentally, there will be a small percentage of non-college trained students admitted to the course.

"In the matter of training Negroes, there has been no precedent. They have been included in this program because it is fair that they should be, in and they are intensely interested in the work.

"One hundred more schools are to be named sometime soon, and it is highly probable that a few more colored schools will be included in this list.

"The colleges interested wrote and received applications for the course. Whether promnient Negro schools were included, I can't say off hand.

"Upon completion of the regular course, we hope to have additional funds appropriated for further training of those pilots who show particular aptitude. But as yet no funds have been set aside for this work and as the whole thing is in the formative stage, we hardly know how it will work out.

"In many sections this program has been confused with the army program. We emphatically state that this new training course sponsored by the department of commerce and the Civil Aeronautics authority is a separate and distinct program.

"Another interesting angle, we hope to have one or two girls in the classes — co-educational, as it were."

Quotas at schools will possibly be 30 students per classs. If the usual ratio of one Negro to 10 whites is carried out, this means 1,100 Negro pilots at the end of the year. And to do this, some 36 Negroes schools will have to be named, or the number of students per class greatly increased.

Important indeed to persons interested in this work is the fact that not yet has the army broken down its barriers to permit Negroes in the aviation branch, although there seems to be a tendency to think that the present set-up is going to train flyers for the army.

Col. Robinson Named Aviation Consultant

Col. John C. Robinson has been selected by the National Youth administration as aviation consultant for the air mechanics schools now in operation and to be established at various points throughout Illinois.

Col. Robinson

Col. Robinson will have personal direction of the aviation school at Poro institute, which he has operated as a private, non-profit venture until it was taken over by NYA.

Under the NYA sponsorship, the scope of instructions will be greatly increased and the facilities materially enlarged by the addition of a large building to house several full size airplanes and new mechanical equipment.

About $250,000 worth of surplus and obsolete aviation equipment from Army and Navy stocks has been allocated to Col. Robinson's school. This includes several full sized complete airplanes, one of which is already on the grounds of the institute.

This equipment will be used to give instruction of a purely industrial nature and the commercial aspects of the aviation picture will be stressed rather than the military. Col. Robinson, former chief of the Ethiopian Air Forces during the Italo-Ethiopian war, has an enviable record of aviation service.

He was the only one of his race to attend the institute of nationally prominent civil instructors held at the Air Corps Technical, Chanute Field, Rantoul, Ill., from October 3 to 12.

Praises Authorities

In speaking of the work of the institute, Col. Robinson spoke very highly of the cooperative work of the U. S. Army Authorities, especially that of Col. Davenport Johnson, Air Corps Commandant of Chanute Field, Major Alvin C. Kincaid and First Lieut. Joseph A. Miller, who were directly in charge of the instruction course, representing the technical staff.

Col. Robinson stated that the equipment, tools, special fixtures, engines and airplanes furnished him are exactly the same as those furnished other schools and the Race youth will have exactly the same kind of trained instructors and curriculum as used by the youth of other races.

Not Yet Open

The program, which has not yet been put into operation, is being planned primarily as an accommodation for youths already enrolled in the NYA resident centers, though it is expected that later on, others will be accommodated.

The course, which will be of one year's duration will be one of the most complete offered by NYA, but will confine itself to preparing aviation mechanics. There will be no flying instruction.

Young men between the ages of 18 and 25, with a high school education or its equivalent and mechanical experience whose families are on relief are eligible for the training.

Woodring Promises Break For Race Youths as Pilots

WASHINGTON, D. C.—If Secretary of War Harry H. Woodring keeps his word, the Army will train colored youths as air pilots and mechanics for expansion of its Air Corps under the national defense program, despite the refusal of Congress to earmark any funds for that purpose.

The Senate last Thursday approved the supplemental military appropriation bill carrying $223,398,047 for increasing the air force, but made no gesture toward inserting an amendment earmarking for the training of colored pilots a portion of the $7,901,059 carried in the bill for aviation training.

AMENDMENT REJECTED

The House temporarily adopted an amendment earmarking $1,000,000 for the training of colored pilots, but prior to final House action on the bill the amendment was rejected.

According to Secretary Woodring, however, the War Department is trying to work out a plan for the training of colored air pilots.

The War Secretary regards the training of colored men for the Air Corps as a very difficult problem and is seeking "to avoid any situation that might be embarrassing either to the colored or the white race."

In both the Army and Navy the social bugaboo is raised to shut out colored officers.

Major General H. H. Arnold, chief of the Air Corps, believe it will be possible to give colored youths three months' basic training at the Air Corps Training Center, Randolph Field, and three months' advanced training at Kelly Field.

Primary work may be given at a private school designated by the War Department, such as the North Suburban Flying Corporation at Glenview, Ill., which is on the accredited list of the Civil Aeronautics Authority and is being utilized by the Army.

The difficulty at Kelly Field pointed out by Major General Arnold is that the men are flying in squadrons and a situation might arise requiring a white mechanic to fly with a colored soldier. The question whether the presence of both colored and white officers would prove embarrassing is also being considered by Army officials.

INCLUSION SOUGHT

To insure the inclusion of colored personnel in the Air Corps expansion program organizations and individuals should petition President Roosevelt to direct the Secretary of War to make provisions for the training of colored flying cadets and to enlist and train colored mechanics.

The House Military Affairs Committee should also be requested to hold hearings on the two bills introduced by Representative Hamilton Fish—one prohibiting racial discrimination in the Army and the other requiring the President to appoint at least two colored cadets to the United States Military Academy each year.

RACIAL BAN IN AIR CORPS EMPHASIZED BY PRESENT SET-UP

By LOUIS R. LAUTIER
Special Correspondent

WASHINGTON, Feb. 16—Proposed legislation to carry out the recommendations of the President respecting national defense, recently reported to the House, fails to relieve the Negro from racial discrimination in the Army.

The bill providing most effectively for the national defense was presented to the House by the Committee on Military Affairs as the minimum needs of the military establishment.

The bill particularly authorizes an enlargement of the Air Corps, together with the necessary corresponding expansion of the Air Corps personnel.

NUMBER OF PLANES TO BE INCREASED

From the present authorized strength of slightly more than four thousand planes of various kinds and types, the bill authorizes that this number be increased to five thousand five hundred.

The present authorized enlisted strength of the Air Corps would be increased from 21,500 to 45,000, the approximate number determined to be necessary to carry out the Air Corps program. The authorized commissioned strength would be increased from 2,092 to 3,203 officers.

No colored men are among either the commisioned or enlisted personnel of the Air Corps.

Under the terms of the bill, the Secretary of War would be authorized to detail Army personnel as students at civilian institutions for the purpose of acquiring knowledge in aviation matters.

NO COLORED SCHOOLS GIVING INSTRUCTION

Only accredited civilian flying schools, however, would be sent military personnel for flying training which they now receive at the Air Corps Training Center. The only flaw in this provision is the fact that colored military personnel is restricted to the infantry and cavalry, and there are no colored institutions giving instruction and training in aviation.

Howard University, which has a college of applied science, has no ground which might be used as an air field necessary for training. There is nothing whatsoever in the bill, however, which prohibits the Secretary of War from detailing colored infantrymen as students at civilian institutions which admit both white and colored students.

The bill also would authorize the Secretary of War to enroll as students at the Air Corps Training Center selected civilians from the instructional staffs of civilian flying schools. Inasmuch as there are no colored civilian flying schools accredited by the War Department for the training of military personnel, there are no instructional staffs from which colored persons may be selected for such training.

Similarly, no colored civilian aviation schools would be eligible for loans of aircraft and other aeronautical equipment by the Secretary of War under the terms of the bill because no military personnel is pursuing a course of training at any such institution under War Department orders.

The proposed expansion program of the Air Corps requires the training of additional pilots, mechanics, and other specialists. The present training facilities of the Army are inadequate to meet this training problem, and it is necessary to utilize the training facilities of certain accredited aviation schools for the training of military personnel.

FISH BILL MAY PROVIDE OFFICERS

One of the sources of supply of Air Corps officers is the United States Military Academy. Representative Hamilton Fish (Republican of New York) has pending before the Committee on Military Affairs, a bill which would authorize the President to appoint two colored cadets to West Point each year.

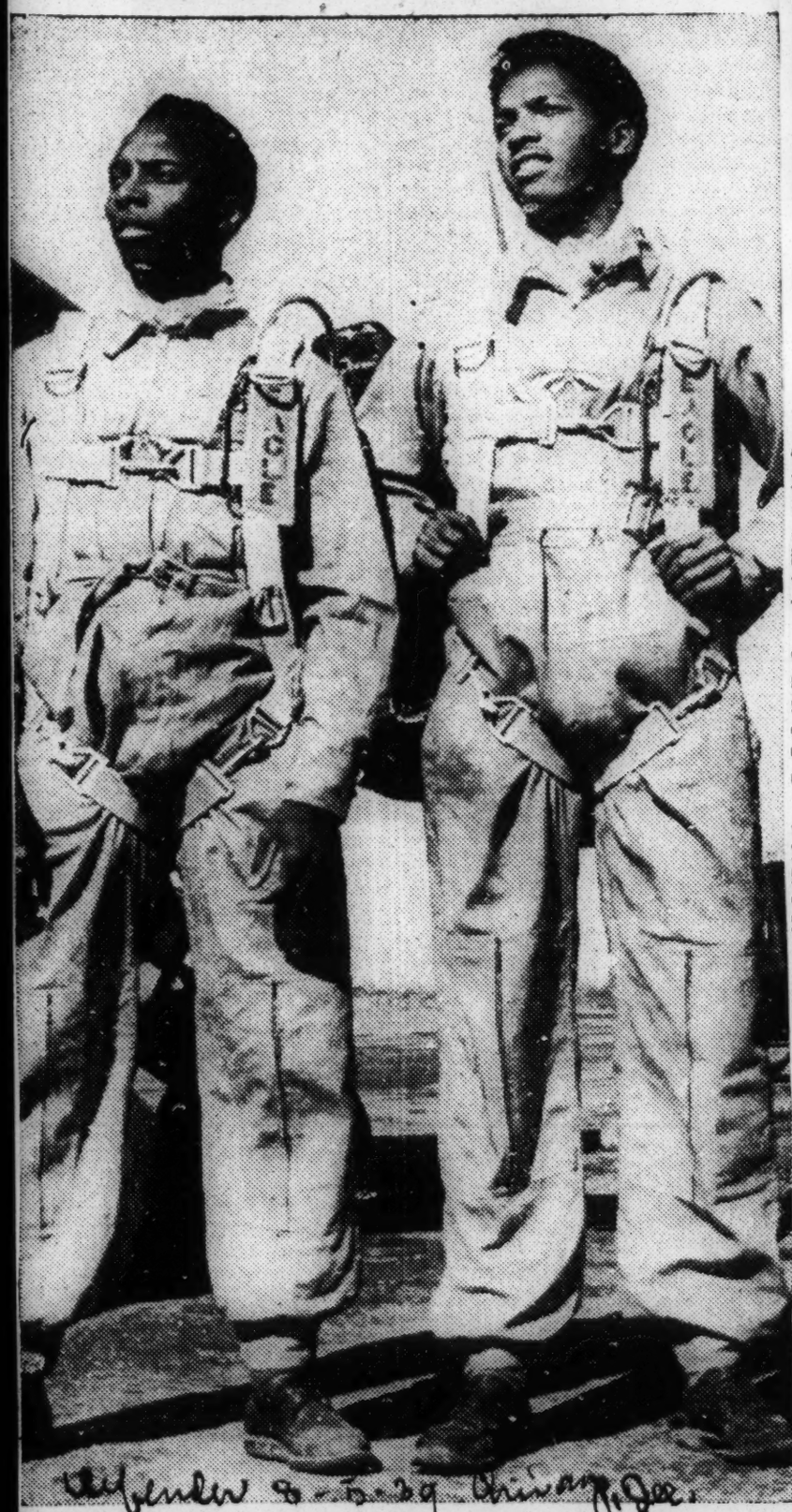
If the Fish bill should be adopted, in the course of a period of years, it is probable that a few colored graduates from West Point would be assigned to duty with the Air Corps.

Mr. Fish also has pending before the Committee on Military Affairs, a bill to prohibit discrimination against colored persons in the appointment and promotion of officers and enlisted men in the Army.

If that bill should be adopted, it is probable that colored personnel would be detailed to duty with the Air Corps.

The only other hope of breaking down the color bar in the Air Corps is an amendment to the national defense bill directing that a certain fraction of the increase contemplated in the Air Corps shall be colored.

JUMPING THEIR WAY



Howard "Skippy" Smith and Mack "Skip" Gravelly, two of the world's greatest parachute jumpers are out on the coast working their way through aeronautics school as stunt men. Smith is seeking a master's degree as a pilot while Gravelly is majoring in engineering and mechanics.

LOUISVILLE TO SCAN SKY JULY 30, FOR 'WILLA'

Country's Ace Woman Flyer To Drop From Clouds For Visit

LOUISVILLE, Ky., July 28—The reception being planned for Willa B. Brown, noted Chicago aviatrix when she arrives at Municipal airport here Sunday afternoon, July 30, will be the largest ever accorded a woman of the Race.

Miss Brown, a former school teacher, is one of the highest ranking women flyers in the country, regardless of race and is secretary of the National Airmen's association to which practically all of the outstanding flyers of the Race belong.

She is coming here to appear on the program of the Third Annual Home Service Exposition sponsored by the Louisville Defender, local weekly, published by the Robert S. Abbott Publishing company.

Miss Eloise Keller, famous home economist and director of the Homemakers Kitchen Institutes in New York and Chicago, will be in charge of the exposition.

The appearance of Miss Brown, here, is the result of a friendship between the aviatrix and the home economist, who as children were neighbors in Indianapolis, Ind. Miss Brown is a native of Kentucky.

Miss Brown, accompanied by Cornelius Coffey, president of the National Airmen's association, will take off from Harlem Airport, Chicago, Sunday, 5 a. m., and will arrive here in time for a monster parade scheduled to begin at the local airport at 2 p. m.

Prior to the parade, the petite flyer will be heard in a radio interview. In addition to being the principal attraction of the parade, Miss Brown will be entertained at a reception by local members of the A.K.A. sorority.

Monday, Miss Brown will devote several hours to giving airplane rides to the holders of 50 souvenir tickets. Tuesday she will appear with Miss Keller at the opening of the exposition.

Miss Brown, who is the only Race woman licensed to engage in commercial aviation, will also be one of the several headliners scheduled to appear at the air show in Chicago, August 27, in connection with the first national air conference sponsored by the National Airmen's association, August 25, 26, 27.

$1,000,000 Already Earmarked For Negro Pilots, Says Brown

CHICAGO. — In a letter this week, directed by Edgar G. Brown, national president of the United Government Employes, Inc., to the U. S. Civil Aeronautics Authority, Washington, the U.G.E. head indicated that Congress had definitely appropriated and granted the request made by Senator H. H. Schwartz and the U.G.E. organization, setting aside $1,000,000 for training Negro civil air pilots in colleges located near modern airports and at flying fields for five per cent of those without previous college training.

Mr. Brown pointed out that the third Deficiency Appropriation signed by President Roosevelt, on August 11, at Hyde Park, contained an appropriation for the C.A.A. Civil Training Program of $4,000,000 for 1940, just one million dollars more than in the bill as it was first presented by Congress.

Bill Marked Up

"It is quite obvious," said the U.G.E. spokesman, "that the Senate marked up the bill from $3,000,000 as allowed when it passed the House of Representatives to $5,675,000. Then in conference, the Senate and House conferees finally agreed and approved $4,000,000 which is now law. Senator H. H. Schwartz, (Dem.) Wyoming, has led the fight for the federal law, authorizing the first participation of colored youth in the nation's air training and national defense program.

"Two days before Congress adjourned, August 5, Senator Schwartz appeared personally before the Senate Appropriations Committee as recorded in the hearings on page 19. The following testimony is revealed in the printed record:

Senator McKellar. But, the amount authorized is $5,675,000, and I suppose that you want $2,675,000.

Senator Schwartz. No: I want $1,000,000 added to it.

Senator Nye. Making it even $4,000,000.

Amount Not Adequate

Senator Schwartz. Even $4,000,000. Now I have some reasons for that. In the first place, the amount now is inadequate for the program. That is, this $4,000,000. In addition to that, the Aviation Corps of the War Department has tentatively made arrangements with certain schools over the country that will require even more than the sum carried there.

Now, when we passed the bill, the authorization bill which passed the Senate and the one which passed the House, both carried a provision that of the sum granted that there should be included one or more schools for the training of Negro pilots, and I have been in and out of the War Department and everywhere else down there, and so far they have not designated a school for the training of Negro pilots.

Senator Adams. You do not regard that as sufficient?

Senator Schwartz. No. Now, I do not expect you to make it $5,000,000. I think if you would bring it up to $4,000,000 that would be sufficient.

Senator Adams. What do you mean by the authorization, authorization independent of the appropriation; authorization to contract?

School Authorized

Senator Schwartz. The bill authorizes these expenditures and it was amended on the floor to include a school or schools, one or more schools, for Negro pilots, and that is also included in the bill as it finally passed.

Senator O'Mahoney. Have any parts been prepared for such a school?

Senator Schwartz. There is not any school designated; no.

Senator O'Mahoney. That is what I mean.

Senator Schwartz. I have had a talk with General Yountz and also had talk with General Arnold and they said, of course, they were confronted with the race question, but they said there should be one or more of these Negro schools which were equipped to send officers down there and give them all of the preliminary training they could there, and also give them the training that the white boys get at Randolph.

Senator O'Mahoney. If this bill provided the additional appropriation, and your request was granted, would the training be afforded those Negro boys who want to be trained as pilots?

Vague On Equipment

Senator Schwartz. Yes, I think it would, because at the present time they have not gotten into the subject of how to equip one of these schools.

"In conclusion" Brown said included in the five per cent quota his letter to the C.A.A., "it appears crystal clear to the U.G.E. not required to have college training that Congress by its action actually earmarked $1,000,000 of this $4,000,000 appropriated for air pilots training program exclusively for the benefit of training Negro air pilots at colleges near airports and flying fields beginning with two years of college credits and for several score others in-

COLORED AIR PILOTS

$1,000,000 for Training Won by U. G. E.

Chicago, Ills.—In a letter this week directed by Edgar G. Brown, National President of the United Government Employes, Inc., to the U. S. Civil Aeronautics Authority, Washington, D. C., the U. G. E. head indicated that Congress had definitely appropriated and granted the request made by Senator H. H. Schwartz and the U. G. E. Organization, setting aside $1,000,000 for training Negro civil air pilots in colleges located nearby modern air ports and at flying fields for five per cent of those without previous college training.

Mr. Brown pointed out that the 3rd Deficiency Appropriation signed by President Roosevelt Friday, Aug. 11. 1939 at Hyde Park, contained an appropriation for the C. A. A. Civil Training Program at $4,000,000 for 1940, just one million dollars more than in the Bill as it was first presented by Congress.

Senators H. H. Schwartz, (Dem.) Wyoming, has led the fight for the federal law authorizing the first participation of colored youth in the nation's air training and National Defense program.

COLORED AIR PILOTS

$1,000,000 for Training Won by U. G. E.

Chicago, Ills.—In a letter this week directed by Edgar G. Brown, National President of the United Government Employes, Inc., to the U. S. Civil Aeronautics Authority, Washington, D. C., the U. G. E. head indicated that Congress had definitely appropriated and granted the request made by Senator H. H. Schwartz and the U. G. E. Organization, setting aside $1,000,000 for training Negro civil air pilots in colleges located nearby modern air ports and at flying fields for five per cent of those without previous college training.

Mr. Brown pointed out that the 3rd Deficiency Appropriation signed by President Roosevelt Friday, Aug. 11. 1939 at Hyde Park, contained an appropriation for the C. A. A. Civil Training Program at $4,000,000 for 1940, just one million dollars more than in the Bill as it was first presented by Congress.

Senators H. H. Schwartz, (Dem.) Wyoming, has led the fight for the federal law authorizing the first participation of colored youth in the nation's air training and National Defense program.

Black Eagle Still Plans Ocean Hop

PARIS, (France (ANP) — Col. Hubert Fauntleroy Julian, erstwhile Black Eagle of Harlem and former member of the Ethiopian Royal Air Force, has arrived here as war correspondent for a New York weekly newspaper.

A native of Trinidad, B. W. I., Julian said he would visit Berlin, Brussels, and Amsterdam to 'make a comprehensive study of the international situation." He also declared: "In the event of a conflict, I am ready to offer my services to France."

'Black Eagle' Arrives In Paris As Newsman

PARIS, France.—(ANP) — Col. Hubert Fauntleroy Julian, erstwhile Black Eagle of Harlem and reputed former member of the Ethiopian Royal Air Force, arrived here last Wednesday as war correspondent from a New York weekly newspaper.

A native of Trinidad, B. W. I., Julian said he would visit Berlin, Brussels and Amsterdam, to make a comprehensive study of the international situation," also declared: "In the event of a conflict I am ready to offer my services to France."

Concerning his future "air" activities, Julian said: "If peace is saved, I will return to the United States to prepare for a trans-Atlantic flight."

A. & T. and W. Va. Will Train Pilots

Howard U., Hampton and Morgan Haven't Qualified

WASHINGTON

North Carolina Agricultural and Technical College at Greensboro, and West Virginia State College at Institute, were among the 166 schools notified on Monday that their applications to participate in the civilian pilot training program, authorized at the last session of Congress, had been approved.

Robert H. Hinckley, chairman of the Civil Aeronautics Authority, under which the program comes, stated that the list of schools which will take part in the program is not yet complete.

Morgan College, Howard University, Hampton Institute and Tuskegee have not qualified. They may do so later.

By September 18, it is estimated that the applications of at least 300 institutions will have been approved.

Thorough Course Offered

The civilian pilot training program will provide training for about 11,000 new civilian pilots during the coming school term.

Students are to be given a 72-hour course of ground school instruction at the school in which they are enrolled, and between 35 and 50 hours of flight instruction at a nearby airport by an operator selected by the school and approved by the authority.

Fee to Be $40

The school may charge each flying student a laboratory fee of not more than $40. The authority will pay the college $20 a student for ground school instruction and the operator of the flying school from $270 to $290 a student for the flight training.

The civilian pilot training program has two objectives. One is the creation of a force of airmen thoroughly schooled in the basic principles of flight theory and flying, who in case of war, would serve as a valuable pool from which the military and naval establishments could draw manpower for accelerated training.

The second is the stimulation of private flying as a means of promoting the airplane industry.

The exact number of students to be trained at the North Carolina Agricultural and Technical College and at West Virginia State College has not yet been determined.

Va., N. C. Colleges Designated

Civil Aeronautics Authority Makes Announcement

WASHINGTON — (SNS) —Two colleges for colored students were among the 166 colleges and universities notified this week that their applications to participate in the Civilian Pilot Training Program had been approved by the Civil Aeronautics Authority.

The race colleges authorized to conduct the program are West Virginia State and North Carolina State Agricultural and Technical college.

The 166 accepted colleges and universities represent those schools that were most prompt to apply for participation, and whose qualifications were obviously satisfactory.

SECOND LIST FORTHCOMING

A second list of schools was to be released on or before September 13. By September 18, it is estimated that the applications of at least 300 institutions will have been approved.

"The long hard fight for Negro air pilots has been finally crowned with success," said Edgar G Brown, president of the United Government Employes, Inc., "and the race now and henceforth is in on the ground floor of aviation and will everywhere be in the air flying like everyone else in the United States. Congress put it in the law and the U. S. Civil Aeronautics Authority has not pussyfooted but carried it out 100 per cent."

PROGRAM EXPLAINED

The Civilian Pilot Training Program, authorized by the past session of Congress, provides for the training, under the direction of the Civil Aeronautics Authority, of approximately 11,000 new civilian pilots during the coming school year. All students are to be given a course of 72 hours of ground school instruction at the college or university in which they are enrolled, and between 35 and 50 hours of flight instruction at a nearby airport by an operator whom the institution has selected subject to the approval of the Authority. The college may charge each participating student a laboratory fee up to $40. The Authority will pay the college $20 per stu-

dent for ground school instruction and the operator of the flying school, from $270 to $290 per student for the flight training.

In expressing his gratification a the widespread interest shown in the program by colleges and universities, Robert Hinckley, chairman of the Authority, said, "Even this first list, which contains only half the number of colleges which we expect to participate, contains representatives from almost every state in the union. On it are state universities, endowed colleges, technical schools, four-year teachers colleges and junior colleges. Our universities for members of the colored race are represented by two names, and others will be added. Under provision of the Civilian Pilot Training Act, we are planning to extend this instruction to at least 550 applicants not enrolled in any college or university. To provide for them. we will arrange for universities in a number of states to offer regular extension courses covering their ground school work and to administer the selection of flying schools for their pilot training."

EXPERIMENTAL PHASE

An experimental phase of this program was carried out at 13 colleges and universities in widely separated parts of the United States during the second semester of the 1939-'39 school year, and, in the opinion of the Authority's experts, proved an unqualified success in placing aviation among the vocational aids which the government has long extended in other fields. Of 330 students enrolled for the flight training, more than 95 per cent have already qualified for their private pilot certificates. On the basis of this experience complete outlines have been prepared for both the ground school and flying phase of the training, a textbook for students has been completed, and a flight instruction manuel placed in the hands of all commercial pilots holding flight instructor ratings.

As a whole, the program has two objectives. One, the creation of airmen thoroughly schooled in the basic principles of flight theory and flying. who in time of national emergency would serve as a valuable pool from which our military and Naval forces could draw material for accelerated training. The second is to stimulate the growth of private flying in this country as a means both of promoting commerce and of contributing to the progress of our aviation.

The exact number of students to be trained at individual schools has not yet been determined.

Greensboro, N. C., News
September 14, 1939

A. AND T. WILL HAVE COURSE FOR AVIATORS

Dr. Bluford Is Notified of Decision—40 Students Will Be Trained.

Dr. F. D. Bluford, president of A and T. college, announced yesterday that the college has received official notice from Robert H. Hinckley, chairman of the civil aeronautics authority, of the school's selection among others in the country as a training point for student aviators.

Dr. Bluford said A. and T. is the only negro college in the south so designated and that only one other negro institution, West Virginia State college at Charleston, W. Va., has been named on the approved list.

The local school is expected to train about 40 student aviators under the government's program, Dr. Bluford said, and the notice indicated definite instructions would be received here before September 18.

Prof. J. M. Marteena will be in charge of the program at the school in the ground work, and flight instructions will be given at Greensboro-High Point airport.

SELECT TWO RACE COLLEGES FOR CIVIL AVIATION COURSES

COURIER'S DRIVE FOR RECOGNITION FORCES RESULTS

WASHINGTON, Sept. 14.—A seven-leagued stride in The Courier's fight for greater recognition for the American Negro in his nation's armed forces was realized Monday when the Civil Aeronautics Authority named two Negro colleges among 166 colleges and universities throughout the nation which are to participate in the civilian pilot training program.

The two schools named are the Agricultural and Technical College at Greensboro, N.C., and the West Virginia State College at Institute. Both these are land-grant colleges which receive some financial support already from the Federal government.

Appropriations were made by the last Congress for the setting up of the program to train civilian aviators to be fed into the military services as necessity demanded. Three hundred schools are to eventually take part in the courses for student aviators.

Announcement of additional schools is expected Wednesday.

This recognition of two Negro colleges in the setup is a direct result of the campaign started twenty months ago by The Courier to blot out discrimination in our armed forces. The Courier demanded equality in the army and the navy.

Since the drive was initiated, other individuals and organizations have given praiseworthy support to its object. Dr. Emmett J. Scott, head of The Courier's national committee, appeared before a Senate committee to plead the cause of race aviators.

Shelby, N. C. Star
September 14. 1939

Will Train Negro Fliers At A And T

GREENSBORO, Sept. 14.— (AP)— A and T. College, a negro institution, has been selected by the Civil Aeronautics Authority as a training point for student aviators.

President F. D. Buford, making the announcement yesterday, said it was the only negro college in the south so designated.